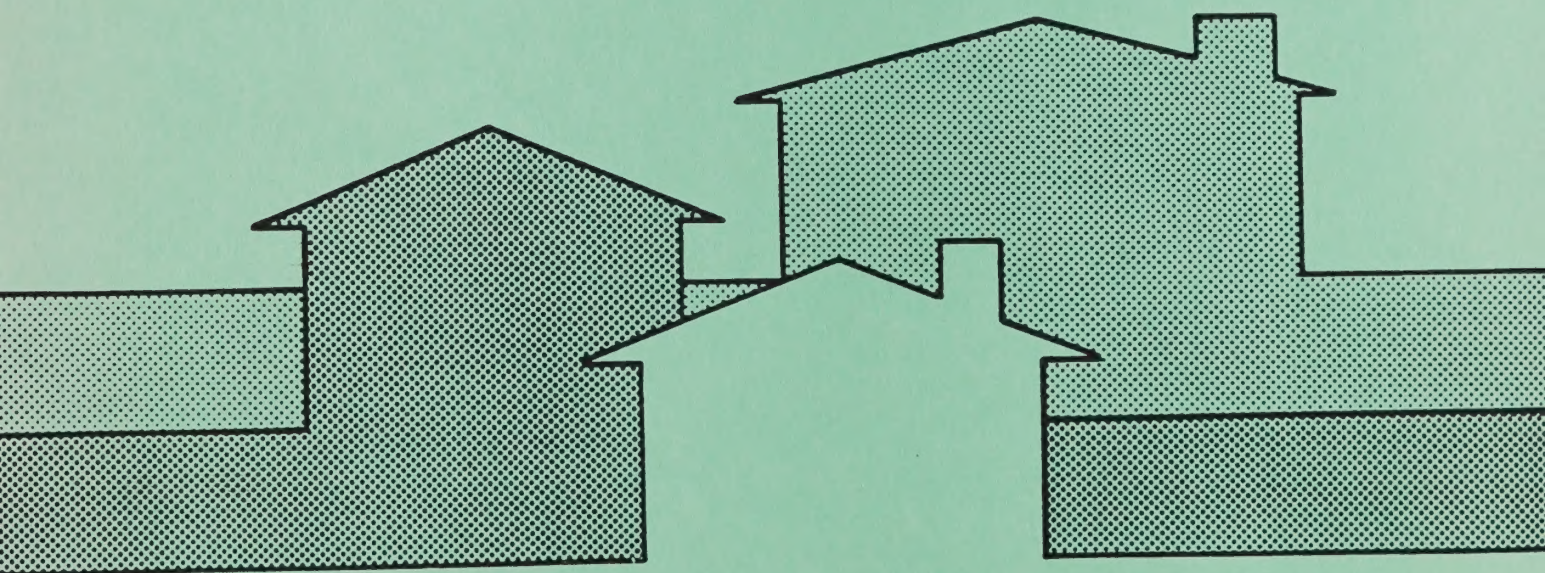


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# HOUSING ELEMENT

## INGLEWOOD GENERAL PLAN







**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT**  
**DIVISION OF HOUSING POLICY DEVELOPMENT**

1800 THIRD STREET, Room 430  
P.O. BOX 952053  
SACRAMENTO, CA 94252-2053  
(916) 323-3176 FAX (916) 323-6625

May 13, 1993

Mr. Paul Eckles  
City Manager  
City of Inglewood  
One Manchester Boulevard  
Inglewood, California 90301

Dear Mr. Eckles:

**RE: Review of The City of Inglewood's Draft Housing Element  
Amendment Pursuant to Chapter 1451, Statutes of 1989**

Thank you for submitting Inglewood's draft housing element amendment pursuant to Chapter 1451, Statutes of 1989, received for our review on April 14, 1993. As you know, we are required to review draft elements and report our findings to the locality (Government Code Section 65585(b)).

A telephone conversation on May 10, 1993 with Michael Calzada, Associate Planner, facilitated our review. This letter summarizes our review of the City's draft housing element amendment.

Inglewood's revisions to the draft housing element amendment adequately address all of the comments made by this Department in our review letter of January 27, 1993. We are therefore pleased to find that when these revisions are adopted into the housing element, the element will comply with State housing element law (Article 10.6 of the Government Code). We commend the City for establishing program actions to facilitate the continued availability of the Market Park Apartments as affordable elderly housing.

To ensure final compliance with State housing element law, the City should submit the adopted element as soon as possible pursuant to Government Code Section 65585(g). While the revised draft element now addresses the remaining statutory requirements, the draft must be adopted and submitted to this Department to be in compliance with State housing element law.





Mr. Paul Eckles

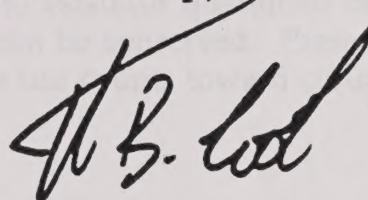
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We look forward to following the City's progress in implementing the housing program when progress reports are filed with the Department pursuant to Government Code Sections 65400 and 65588.5.

We wish you success in the implementation of the City's element. We commend the City for its commitment to addressing the requirements of the law and local housing needs. We also appreciate the assistance of Mr. Calzada during the course of our review. If you would like assistance in the implementation of your housing element, please contact Robert Maus of our staff at (916) 327-2640.

In accordance with their requests pursuant to the public Records Act, we are forwarding a copy of this letter to the individuals and organizations listed below.

Sincerely,



Thomas B. Cook  
Deputy Director

cc: Michael Calzada, Associate Planner, City of Inglewood  
Carlyle W. Hall, Hall & Phillips Law Firm  
Jonathan Lehrer-Graiwer, Attorney at Law  
Western Center on Law & Poverty  
Fair Housing Council of the San Fernando Valley  
Mark Johnson, Legal Aid Foundation of Los Angeles  
Ana Marie Whitaker, California State University Pomona  
Dennis Rockway, Legal Aid Foundation of Long Beach  
David Booher, California Housing Council  
Josephine Alido, David Evans and Associates  
Stephanie Knapik, Westside Fair Housing Council  
Karen Warner, Cotton/Beland/Associates  
Joe Carreras, Southern California Association of Governments  
Kathleen Mikkelson, Deputy Attorney General  
Bob Cervantes, Governor's Office of Planning and Research  
Dwight Hanson, California Building Industry Association  
Kerry Harrington Morrison, California Association of Realtors  
Marc Brown, California Rural Legal Assistance Foundation  
Rob Wiener, California Coalition for Rural Housing  
Susan DeSantis, The Planning Center

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# City of Inglewood HOUSING ELEMENT AMENDMENT

## INTRODUCTION

A recent amendment to state planning law (Chapter 145, Statutes of 1989, amended Section 65583 of the Government Code) mandates that cities amend their General Plan Housing Elements prior to January 1, 1992 (extended to July 1, 1992) to include an analysis and program for preserving assisted housing developments which provide low income housing. The analysis is to be based on a complete inventory of all multi-family rental units which are eligible for change to non-low income housing due to termination of use restrictions, which may either be federal, state or local, or a combination of all three. The analysis is to address a ten year period beginning with the July 1989 Housing Element adoption and is to be updated, as part of the city's Housing Element, every five years pursuant to state law. With each update, the inventory of projects must be updated to the beginning of the next ten year period.

All assisted housing projects at risk of losing their low income affordability restrictions within the ten year period must be analyzed. The purpose of this analysis is to provide a comprehensive assessment of the assisted housing programs in the City of Inglewood. The city is also required to establish quantified objectives in its Housing Element for the number of units that can be conserved. Preserving the affordability of units at risk of losing their low income use counts toward conserving affordable rental residential units.

## TEN YEAR ANALYSIS PERIOD

The ten year period of analysis is to coincide with the dates of analysis contained in the City's Housing Element and is to be broken into two five year periods to parallel the periods defined in the city's five year Quantified Objectives section of the Housing Element.

The City of Inglewood Housing Element identifies the five year housing planning period as July 1989-June 1994. Therefore, for the purposes of this Housing Element Amendment, the two five year periods of analysis will be July 1989-June 1994 and July 1994-June 1999.





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## INVENTORY OF UNITS AT RISK OF LOSING USE RESTRICTION

### Project Information and Sources

According to Section 65583 (a)(8) the inventory shall include all multi-family rental units which are assisted under any Federal Department of Housing and Urban Development (HUD), State, local and/or other programs, and which are:

- \*\*\* Eligible to change to non-low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions; and
- \*\*\* Eligible within the ten year period following the statutory adoption "due date" of the Housing Element Amendment.

### Units At Risk of Losing Use Restrictions in Inglewood

According to the California Housing Partnership Corporation's "1991 Update: Inventory of Low Income Rental Units Subject to Termination of Federal Mortgage and/or Rent Subsidies by the Year 2008" there are five listed properties which are receiving federal assistance and are at risk of losing their use restrictions. Of these five only one may be affected in this initial reporting period. A sixth project, Good Shepherd Housing, is exempt from this analysis since it is owned and operated by a not-for-profit agency. (Attachment A is provided to confirm lack of at-risk units other than those that are disclosed).

The following information is provided according to the requirements of Project Information and Sources, Section 65583 (a)(8)(A). Attachment A is provided to show research performed to confirm the lack of at-risk units.





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**1. 1989-1994 Five-Year Period**

**Name and address of property:**

Market Park Apartments  
601 North Market  
Inglewood, CA 90302

**Name and address of property owner:**

Market Park Associates  
1461 East Glenoaks  
Glendale, CA 91206

**Type of Governmental Assistance  
Received:**

Section 236 (j)(1) and Section 8 existing  
contract.

**Earliest possible change from  
low-income use:**

The Section 8 contract was up for  
renewal on July 30, 1991; the eligible  
prepayment date was July 11, 1992 under  
FHA loan guarantees.

**Total number of low-income units  
that could be lost:**

Market Park Apartments contain 50  
elderly units. A Notice of Intent was  
submitted to HUD in 1990 with  
subsequent renewals. See below for  
status.

A Notice of Intent to convert was submitted to HUD in late 1990 and has been kept updated according to regulations. An Action Plan has been submitted to HUD for review. The owner has determined that the Emergency Low-Income Housing Preservation Act of 1987 (ELIPHA, also referred to as the "Old Law") serves and protects their interests. The "Old Law" was passed by Congress to afford some protection to low-income tenants from the possibility of having the guarantees of affordability withdrawn due to the prepayment of contractual obligations or the building sold to new owners. The Action Plan, dated December 3, 1992, indicates the intent to maintain the units as affordable to lower income households under the terms of a negotiated Section 8 contract for the remaining term of the HUD-insured mortgage. HUD is given 180 days to accept or provide comments regarding the submitted plan. The units have been privately owned





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and managed since the building's construction. The owners must negotiate for further assistance and demonstrate that the affected tenants are not harmed by the loss of rental subsidy or the potential for rent increases as outlined in the Action Plan. Under ELIPHA, both the role of local agencies and the opportunity of tenants to affect the negotiations are limited, but HUD must approve of the Action Plan prior to any conversion to market rents, prepayment of loan obligations or sale to a new owner.

In accordance with federal regulation that implements the Emergency Low Income Housing Preservation Act (ELIPHA), the Section 8 contract will automatically renew for another five-year period. An approved Action Plan to maintain the units under Section 8 subsidies or non-action by the owner will assure affordability to low-income tenants under the term of the original mortgage or another 18 years. The Inglewood Housing Authority and the Inglewood Neighborhood Housing Services are listed to be notified should the owners decide to convert to market rate through prepayment of contractual obligations or sell their interest in the project. The participation of a new owner, approved by HUD, may extend the affordability of these units for the life of the building. However, non-profit organizations or public agencies would have to competitively negotiate with the owners if they desire to own or manage the units.

An original loan of \$813,800 was executed in 1972. The total assessed valuation is \$1.5 million. At current prices of \$59.10 per square foot of construction, the cost to construct 50 units would be \$2.4 million excluding land costs. The site consists of 1.2 acres with a current land value ranging from \$354,700 (assessed valuation) to \$800,000. The Action Plan indicates an appraised value of \$2.7 million. The outstanding HUD mortgage is \$683,025. The Action Plan indicates an encumbrance on the property as December 1991 totaling \$3.0 million including the balance of the HUD mortgage.

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2. 1994-1999 Five-Year Period

**Name and address of property:**

Eucalyptus Senior Citizen Apartments  
804 North Eucalyptus Avenue  
Inglewood, CA 90302

**Name and address of property owner:**

SWOGO Associates  
PO Box 48289  
Los Angeles, CA 90048

**Type of Governmental Assistance  
Received:**

Section 221 (D)(4) market rate mortgage  
and Section 23 conversion (Section 8 new  
construction) contract.

**Earliest possible change from  
low-income use:**

The Section 8 new construction contract  
is up for renewal on July 14, 1997.

**Total number of low-income units  
could be lost:**

Eucalyptus Park Apartments contain 93  
senior units all of which could be lost on  
July 14, 1997.

The original loan amount of \$1.8 million was executed in 1978. The total assessed valuation equals \$2.3 million. At current prices of \$59.10 per square foot of construction the cost of constructing similar units would exceed \$3.9 million excluding land costs. The site consists of 1.7 acres.

One year prior to conversion the owners are required to notify HUD. To date, the owners have not made their intentions directly known to the regulatory agency (HUD) with whom they must negotiate for further assistance and demonstrate that the affected tenants are not harmed by the loss of rental subsidy. In accordance with federal regulation, the Section 8 contract will automatically renew for another five-year period. The current economic climate of uncertainty and diminishing profit would indicate that the certainty of continuous rents would lessen the desire to convert these units. The cost of replacing these units would indicate the benefit of maintaining the existing units.

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3. 1994-1999 Five-Year Period

**Name and address of property:**

Regency Towers  
151 North Locust  
Inglewood, CA 90301

**Name and address of property owner:**

JL Jones Co. c/o EM Jones and EY Jones  
Trust  
739 Adelaide Place  
Santa Monica, CA 90402

**Type of Governmental Assistance  
Received:**

Section 23 conversion (Section 8 new  
construction) contract.

**Earliest possible change from  
low-income use:**

July 21, 1997

**Total number of low-income units  
that could be lost:**

Regency Towers contain 104 elderly units  
all of which could be lost on July 21,  
1997.

The total assessed valuation equals \$6.6 million. The seven story structure would cost in excess of \$5.4 million to replace at current prices excluding land costs. The facility also contains a 4,192 square foot recreational center which would add \$276,672 to the construction costs. The current site consists of 1.2 acres on prime land located within the Civic Center of Inglewood.

One year prior to conversion the owners are required to notify HUD. To date, the owners have not made their intentions directly known to the regulatory agency (HUD) with whom they must negotiate for further assistance and demonstrate that the affected tenants are not harmed by the loss of rental subsidy. In accordance with federal regulation, the Section 8 contract will automatically renew for another five-year period. The current economic climate of uncertainty and diminishing profit would indicate that the certainty of continuous rents would lessen the desire to convert these units. The cost of replacing these units would indicate the benefit of maintaining the existing units.

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4. 1994-1999 Five-Year Period

**Name and address of property:**

Regent Plaza  
201 West Regent  
Inglewood, CA

**Name and address of property owner:**

URBATEC  
501 Colorado Avenue #304  
Santa Monica, CA 90401

**Type of Governmental Assistance  
Received:**

Section 23 conversion (Section 8 new  
construction) contract.

**Earliest possible change from  
low-income use:**

February 6, 1996

**Total number of low-income units  
that could be lost:**

Regent Plaza contains 106 elderly units  
all of which could be lost on February 6,  
1996.

The total assessed valuation equals \$5.2 million. The cost of replacing a six-story structure would exceed \$5.5 million. The 1.1 acre site is located at the northwesterly perimeter of the Civic Center of Inglewood.

One year prior to conversion the owners are required to notify HUD. To date, the owners have not made their intentions directly known to the regulatory agency (HUD) with whom they must negotiate for further assistance and demonstrate that the affected tenants are not harmed by the loss of rental subsidy. In accordance with federal regulation, the Section 8 contract will automatically renew for another five-year period.

The current economic climate of uncertainty and diminishing profit would indicate that the certainty of continuous rents would lessen the desire to convert these units. The cost of replacing these units would indicate the benefit of maintaining the existing units.

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5. 1994-1999 Five-Year Period

**Name and address of property:**

Inglewood Meadows  
One North Locust  
Inglewood, CA

**Name and address of property owner:**

URBATEC  
15821 Ventura Blvd. #470  
Encino, CA 91436

**Type of Governmental Assistance  
Received:**

Section 23 conversion (Section 8 new  
construction) contract.

**Earliest possible change from  
low-income use:**

December 11, 1995

**Total number of low-income units  
that could be lost:**

Inglewood Meadows contains 199  
elderly/handicapped units that could be  
lost on December 11, 1995.

The total assessed valuation exceeds \$3.6 million. At current prices the four residential buildings and one accessory structure could be rebuilt for not less than \$8.6 million which excludes land costs. The 4.4 acre site is located within the Civic Center district of Inglewood.

One year prior to conversion the owners are required to notify HUD. To date, the owners have not made their intentions directly known to the regulatory agency, (HUD) with whom they must negotiate for further assistance and demonstrate that the affected tenants are not harmed by the loss of rental subsidy. In accordance with federal regulation, the Section 8 contract will automatically renew for another five-year period.

The current economic climate of uncertainty and diminishing profit would indicate that the certainty of continuous rents would lessen the desire to convert these units. The cost of replacing these units would indicate the benefit of maintaining the existing units.

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6. Exempt

**Name and address of property:**

Good Shepherd Homes  
510 Centinela Avenue  
Inglewood, CA 90302

**Name and address of property owner:**

Good Shepherd Housing  
4323 Leimert Blvd.  
Los Angeles, CA 90008

**Type of Governmental Assistance  
Received:**

Section 202/8 new construction contract.

**Earliest possible change from  
low-income use:**

May 15, 2005

**Total number of low-income units  
that could be lost:**

Good Shepherd Homes contains 39 elderly/handicapped units all of which could be lost on May 15, 2005, if not for conditions of approval granted under Special Use Permit.

*This project is owned and operated by a non-profit organization. The project is exempt from being considered at-risk by virtue of the owner's status and that the original assistance was in the form of a Section 202/8 new construction contract. The current assessed valuation equals \$2.2 million.*

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Summary of Inventory Findings

It is unlikely that the units considered at-risk will convert in the 1989-1994 review period. The current economic climate preempts much serious deliberation of conversion due to the uncertainty of future profit and the contraction throughout many economic sectors in Southern California and in the South Bay region of the Los Angeles basin particularly. This assessment may be altered if a prolonged economic recovery is sustained with a concomitant decline in key interest rates and is accompanied with further rental guarantees whether the subsidies be privately or publicly funded. A





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flattened economic cycle may provide an opportunity to reassess the individual projects' economic returns for the long-term.

Since the project (Market Park Apartments) secured its original construction financing privately, it is more likely that the withdrawal of rental subsidies provided by the federal government will place these units at risk of conversion. However, the existing number of units at this project site exceed that number allowed by the the zoning code. (The current density factor of 1,100 square feet of lot area per unit derives only 47 units allowed for this 1.2 acre site). If administrative relief is sought to increase the density, under current law a density bonus could place use restrictions upon the property not the least of which would be the provision of affordable housing.

## **COST ANALYSIS**

According to Section 65583 (a)(8)(B) the cost of producing new rental housing comparable in size and rent levels to replace the units which could convert and the cost of preserving all of the developments at risk of converting, must be included in the Housing Element Amendment. If these costs cannot be estimated directly it is permissible to describe whether such costs are anticipated to be higher or lower than the replacement estimates, and for what reason, as well as the magnitude of the differences in the estimates.

Excluding financing costs and the availability of sites of suitable size and configuration for the construction of replacement units, the cost of replacement could range from \$1.5 to 5 million for the units at-risk during the 1989-1994 review period. The current rents received for the 50 units exceed \$375,000 annually. This revenue stream may justify only \$1 to 2 million in financing. The direct up-front subsidy required to support the replacement of the 50 units at-risk could range from \$1 to 3 million depending upon whether the existing units are acquired and maintained by a public agency or new units are constructed.

*original costs for the project = \$813,800 excluding land costs.*

*current construction value (c.v.) = \$2.4 million*

*current land value (l.v.) = \$354,700*

*current assessed valuation = \$1.5 million*

*c.v. + l.v. = \$2.7 million.*

*HUD per unit replacement cost @ \$100,000 per unit = \$5 million*





## **RESOURCES FOR PRESERVATION**

According to Section 65583 (a)(8)(C), the Housing Element Amendment should identify public and private nonprofit corporations which have legal and managerial capacity to acquire and manage assisted housing developments. Inclusion on this list should be based on a corporation's expression of interest in acquiring and managing such projects.

There are two agencies in the immediate area which could serve in the capacity to acquire and manage assisted housing developments. Both agencies do not currently own units.

The Inglewood Public Housing Authority (IPHA) is a public entity which has been listed by the State Department of Housing and Community Development as being interested in being notified in the event of a potential conversion. This notification allows the IPHA to exercise a right of first refusal. The Public Housing Authority provides administration of 1364 federally subsidized units in the area. New construction projects account for 500 of these units under contract with HUD. The remainder of the IPHA rental agreements are for existing units, and 103 units are made affordable through the federal voucher program. Available to the IPHA are operating reserves on the order of \$800,000 which could be utilized to underwrite or provide other financial leverage to preserve the existing at-risk units.

The other non-profit entity interested in the right of first refusal is a community based organization known as the Inglewood Neighborhood Housing Services, Inc. This community based organization is identified in the Housing Element as an agency focusing its resources in housing rehabilitation. Recently, its board of directors has begun to devote itself to fund-raising to allow INHS to purchase or construct new housing developments. This new housing program would be INHS' first venture into housing management.

Sources of funds which may be considered for potential contributions to the above agencies efforts to conserve the at-risk units are the Community Development Block Grant (CDBG) annual entitlement of \$1,839,000; and a new program funded through HUD, the HOME Investment Partnership Program, will make available \$1.18 million to community based housing development agencies for the construction of new low income housing. Another source may be the Inglewood Redevelopment Agency's replacement housing trust fund. Currently the trust fund balance totals more than \$1.5 million but





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may vary due to funding commitments and bond issues.

Historically, the City has devoted a major portion of the CDBG entitlement to housing preservation activities. Recent civil disturbances may mean that CDBG funds are required to be leveraged via a Section 108 loan to assist in the enhancement of the local public and private infrastructure (i.e. site assembly for economic development projects). The extent to which CDBG funds will be appropriated leaves a measure of uncertainty for the availability of these funds for preservation of the at-risk units. On-going housing preservation funding could be diverted on the order of \$300,000.

The Inglewood Redevelopment Agency (IRA) housing trust fund could supply a reasonable source of funds through 1994 for the preservation of the at-risk units depending upon the timing of demands upon the fund. In addition the City of Inglewood will be using appropriations made by the Federal Aviation Administration (FAA) to rehabilitate adversely affected housing beneath the flight path to Los Angeles International Airport. The rehabilitation of housing units is confined to the insulation from excessive noise due to the airport operations and incidental repairs necessary to accomplish sound insulation. This funding source is not intended to conserve subsidized units. However, this inventory of at-risk units may qualify for FAA and Department of Airports (DOA) funding, if a particular project could be shown to need rehabilitation for the express purpose of providing mitigation to airport related noise beneath the flight path to the Los Angeles International Airport (LAX). At present none of the projects identified in this inventory are directly impacted by the noise contours of LAX.





## QUANTIFIED OBJECTIVES

According to Section 65583 (B) localities are required to establish in their housing elements quantified objectives for the maximum number of housing units that can be constructed, rehabilitated, and conserved over a five-year time frame. The objective for units to be conserved should include a subtotal for the number of at-risk units developed pursuant to Section 65583 (a)(8)(A).

The City of Inglewood's Housing Element identifies objectives for individual housing programs. The table on the following page describes the city's quantified objectives to preserve the housing stock over the 1989-1994 planning period.

### **New Construction Notes:**

The figures correspond to the projections of the Regional Housing Needs Assessment (RHNA). The units to be constructed are dependent upon the private market to produce 1105 units during the planning period. As is discussed on pages 50-51 regarding the RHNA numbers, a net housing production could result in only 1,039 new units as a result of a replacement housing program to ameliorate airport noise. While the demolition of existing units reduces the net outcome, the replacement of units is also included in the **Conservation** of affordable units.

### **Rehab Notes:**

The figures are the total of the Housing Programs on pages 60-64 utilizing federal funds aimed at housing and neighborhood preservation. The Rental Rehabilitation grant program as of this revision is no longer a viable funding source. However, the stated objective for this program of 345 units is still used given opportunities to again respond to harsh conditions under the flight path of Los Angeles International Airport. The 104 units represent 30% of the residency allowed to be moderate income households under the Rental Rehabilitation regulations.

### **Conservation Notes:**

The figures shown utilize existing rental subsidy programs (1045 units), the prospect of replacement housing programs under the Inglewood Aircraft Noise Mitigation program (213 units), and actions to maintain the existing housing stock (565 units). Certain actions that may be considered in the planning period include zoning code





revisions to the M1-L zoned area in the North Lockhaven neighborhood.

| Quantified Objective      | New Construction  | Rehab            | Conservation      |
|---------------------------|-------------------|------------------|-------------------|
| Very Low-Income           | 202 units         | 241 units        | 701 units         |
| Low-Income                | 278 units         | 272 units        | 1035 units        |
| Moderate-Income           | 387 units         | 104 units        | 64 units          |
| Above Moderate Income     | 652 units         |                  | 23 units          |
| <b>TOTAL Through 1994</b> | <b>1519 units</b> | <b>617 units</b> | <b>1823 units</b> |

According to the Quantified Objective figures, 1823 units are to be conserved during the five year analysis period, and 50 units are identified as being at-risk during this same period.

## PROGRAMS FOR PRESERVATION

According to Section 65583 (c)(6) the Housing Element Amendment should include, or reference, programs in the Housing Element to preserve the low income use of at risk projects listed in the ten year inventory, with specific focus on units at-risk during the five year planning period.

Under the aegis of the Inglewood Department of Community Development and Housing, the Housing Division administers the housing rehabilitation programs funded with CDBG allocations. The Housing Division also includes the IPHA which as previously indicated administers the Section 8 programs. With the introduction of HUD's new programs, the IPHA may be in a favorable position to assist in the conservation of the lower income housing stock and protect these at-risk units with the aid of a community based organization such as INHS.

The City of Inglewood will be establishing a noise mitigation program as a result of participating in a multi-year assessment of airport noise on incompatible uses. Housing beneath the flight path of Los Angeles International Airport has resulted in adverse living conditions. The Federal Aviation Administration and the Los Angeles Department of Airports will contribute funding to assist Inglewood in a program to mitigate airport noise upon incompatible structures. Again, as previously, described while this inventory of at-





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risk units is not directly eligible for FAA and DOA funding for the conservation of housing units, a particular project in need of rehabilitation could be made eligible for the express purpose of providing mitigation to airport related noise beneath the flight path to the Los Angeles International Airport (LAX). Currently, the IRA is obligated to replace 443 units removed during its implementation of a long-term strategy to develop properties affected by airport noise.

In response to this Inventory of At-Risk Units, the City will endeavor to coordinate available staff and resources to actualize the opportunity to preserve the identified at-risk units. Three actions have been shown to be appropriate in facilitating the preservation of these units:

1. The Housing and Neighborhood Preservation staff are qualified to perform building inspections that identify health and safety issues and translate them into work write-ups. Such reports may facilitate rehabilitation funding should this be necessary to maintain the units.
2. The Inglewood Housing Authority upon receipt of a "Plan of Action" pursuant to ELJPHA will distribute the plan to the residents of the project (during the 1989-94 Period only Market Park Apartments is shown to be at-risk) for their review and comment during the preliminary review of the Plan of Action.
3. The City will coordinate information with the Inglewood Housing Authority and the Inglewood Neighborhood Housing Services, or other qualified buyers should they make themselves known, during the planning period in order to facilitate the preservation of the at-risk units.





6. The sixth objective of the City is to protect the rights of persons to obtain housing and to provide assistance to those persons faced with displacement from their homes. Through financial assistance and a housing relocation service, the City can be effective in minimizing any hardship resulting from displacement and relocation, while a strict adherence to a fair housing policy prohibits housing discrimination. The following programs are utilized to achieve this goal:

#### REPLACEMENT HOUSING AS A RESULT OF REDEVELOPMENT ACTIVITY

A Replacement Housing Plan is *being implemented* by the Inglewood Redevelopment Agency's fulfillment of the requirements of Article 9, Section 33413.5 of the State Health and Safety Code *for 503 units affected by this law*. This section requires the replacement of any low and moderate income dwelling units removed as a result of redevelopment activity within redevelopment project areas that had been adopted or amended on or after January 1, 1976. In Inglewood, the replacement housing requirements are applicable to the Century Project which was adopted after January 1, 1976 and to the La Cienega Project which was amended after that date. *As of the end of 1991 there have been 982 units removed and an additional 236 units in the process of removal by the Redevelopment Agency.*

*Another set of housing units consisting of 278 units will be acquired and removed by the City over the next five years contingent upon eligible funding.* Of the 514 units projected to be removed, approximately 488 (95%) are occupied by renters and 26 (5%) are owner-occupied. The following table shows the type and income level of these units by project area.





PROJECTED SUMMARY OF HOUSING REMOVAL AND REPLACEMENT

|                             | PROJECTED<br>TOTAL<br>UNITS<br>REMOVED | PROJECTED HOUSEHOLD INCOME OF UNITS |           |            |             | PROJECTED<br>UNITS TO<br>BE REPLACED |
|-----------------------------|----------------------------------------|-------------------------------------|-----------|------------|-------------|--------------------------------------|
|                             |                                        | UPPER                               | MOD.      | LOW        | VERY<br>LOW |                                      |
| <i>Redevelopment Agency</i> | 236                                    | 23                                  | 33        | 116        | 64          | 213 (90%)                            |
| <i>City of Inglewood</i>    | 278                                    | 27                                  | 39        | 136        | 76          | 0 *****                              |
| <b>TOTAL</b>                | <b>514</b>                             | <b>50</b>                           | <b>72</b> | <b>252</b> | <b>140</b>  | <b>213 (31%)</b>                     |

\*\*\*\*\*The City of Inglewood through the creation of new housing opportunities will monitor the replacement of lower income housing.

It is proposed that most of the 236 very low, low and moderate income housing units to be removed by the Agency will be replaced by the end of 1994. The Redevelopment Agency will strive to replace as many of the units as possible within four years of each one's removal to comply with State law, but such circumstances as a limited availability of replacement sites may affect the actual number of units that can be built within the allocated time. The replacement units can be provided by new construction on both vacant and underutilized residentially zoned properties throughout the city.

The Redevelopment Agency will utilize federal and state grants and loans, tax-exempt mortgage revenue bonds, tax-increment housing allocation funds and land cost "write down" to finance the construction of the replacement housing units. The remaining 60 units to be removed by the Agency are designated as market rate housing units and are therefore not required to be replaced on a one-to-one basis according to State law. These units will be replaced through the private housing market.

In addition to the Century and La Cienega projects and the City of Inglewood Aircraft Noise Mitigation





*Plan* causing displacement, the development of the Century Freeway (I-105) has caused the removal of approximately 243 single-family homes in the most southern section of Inglewood. The State Department of Housing and Community Development has designated Inglewood as a primary housing replenishment area and 159 units of replacement housing have been built to date which have been funded directly by the State.

**RELOCATION ASSISTANCE AS A CONSEQUENCE OF REDEVELOPMENT ACTIVITY**

The Inglewood Redevelopment Agency provides assistance that is designed to minimize the hardship of relocation to all persons displaced from their dwellings as a result of *the Agency's* activities in a redevelopment project area.

This assistance program is handled by the Inglewood Redevelopment Agency which has retained a qualified relocation consulting firm to administer its relocation assistance program. The Agency budgets \$120,000 annually to pay *the firm* for the services for both commercial and residential properties.

The program insures that each person required to move is personally interviewed and a clear and detailed explanation of available benefits is provided. A member of the relocation consultant's staff continuously makes field surveys to locate housing resources and vacancies and provides transportation, if needed, to the future displacees to investigate these potential residences. Home purchasing assistance and communication with community social service agencies is provided when necessary. In addition, assistance is provided in filing appropriate relocation claims, and the process is not completed until delivery of relocation benefit checks.

Relocation benefits as provided under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (*Uniform Relocation Act or URA*) will be paid to those persons displaced by any project activities. These benefits provide an allowance for tenants of up to \$5,250 to assist in the purchase or renting of a standard replacement unit, and allows homeowners to receive a minimum of \$20,000 (in addition to the proceeds from selling their homes) to assist in the purchase of a comparable





replacement dwelling. Both renters and homeowners can additionally receive as much as \$750 to cover moving expenses.

In the last five years the Redevelopment Agency has displaced and successfully relocated 742 households. In the next five years the Agency projects displacement of 236 households (224 renters and 12 owners) from the Century and La Cienega project areas. The agency projects a total expenditure of \$3.5 million over this time span for relocating these households. *The City of Inglewood employs an identical relocation program which also conforms to the URA and pays similar benefits.*

### **FAIR HOUSING**

The City of Inglewood maintains its own Housing Authority for purposes of conducting various housing programs including Section 8 assistance and housing rehabilitation. The Housing Authority promotes fair housing in all its programs which means that there is equal opportunity for all applicants to purchase, rent, rehabilitate or develop housing without regard to race, ethnic background, religion, handicap, sex or age (except minimum age requirements for renting senior citizen housing units).

The large and varied minority populations in the City are evidence that there is no general practice of racial housing discrimination in the community. However, in the event of an occasional individual complaint received from the public, the Housing Authority will forward the complaint to the Los Angeles Office of the Equal Opportunity Compliance Division of the Department of Housing and Urban Development for investigation and enforcement if warranted. Also, the City of Inglewood contracts with the Metro Harbor Fair Housing Council. Their programs are designed to enhance equal access to all housing for all people. When complaints are received regarding possible illegal housing practices, the Metro-Harbor Fair Housing Council will conduct investigations and attempt to mitigate the problem.





7. The City's seventh objective is to reduce the adverse impact of aircraft noise in residential areas. Through a comprehensive study designed to achieve land use compatibility between the Los Angeles International Airport and the surrounding communities, the City of Inglewood hopes to alleviate the impact of aircraft noise upon its residents.

#### ANCLUC/PART 150 PROGRAM

The Airport Noise Control and Land Use Compatibility (ANCLUC) study was a three year, federally funded noise-impact project conducted in the early 1980's to achieve compatibility between the Los Angeles International Airport and surrounding communities, which included Inglewood. The ANCLUC study area involved all noise-impacted land area which was then encompassed within the 65-CNEL sound contour shown on page 41. Through ANCLUC, a forum was provided for representatives of the noise-impacted communities and the aviation industry to address the problems of aircraft noise upon inhabited areas.

The outcome of this study, now known as the Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Program, are specific policies and operating procedures for the airport and aircraft operators which, in turn, permit the generation of noise exposure maps for known future airport operations. These noise exposure maps permit local communities to identify areas of incompatible land uses (e.g. schools, residences, etc.) and take appropriate legislative and/or physical actions to ameliorate or eliminate the conditions of incompatibility. Such actions may include the soundproofing of existing structures, the prohibition of new construction of incompatible uses, and the elimination of incompatible uses through conversion to alternative uses or demolition.

The City of Inglewood will utilize all options. However, the soundproofing of residences can be expensive because it results in dwellings being dependent upon mechanical ventilation systems since open windows would defeat the purpose of the soundproofing materials. Operating year-around air conditioning increases the costs to live in marginally habitable residences in neighborhoods that are still noise impacted. Therefore, the City will commence the soundproofing of selected impacted residences *by implementing an*





## *Housing Element*

*Original adopted May 1992*

*Aircraft Noise Mitigation Plan as funding permits. Funding sources include federal grants authorized by the Federal Aviation Administration (FAA) and the Los Angeles Department of Airports (DOA). The airport allocates up to \$5 million annually to assist Inglewood and other affected communities with implementation of their respective compatibility programs, with a maximum of \$2 million available to any single city each year.*

*In separate activity, The Inglewood Redevelopment Agency engages in a program to spur development within distinct project areas. The removal of residential uses from the La Cienega Project is nearly completed; and nearly half of the dwellings have been removed from the Century Project Area. This has had the effect of converting impacted residential areas to alternative compatible land uses. As of the end of 1991, 982 dwelling units have been removed from the La Cienega and Century redevelopment project areas; all affected residents have received appropriate compensation and relocation assistance. (SEE OBJECTIVE NUMBER 6, PAGE 75.)*





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## INTRODUCTION

The Housing Element of the Inglewood General Plan presents a framework upon which the City can implement a comprehensive housing program to provide its citizens decent and affordable housing. The program establishes policies to create or preserve quality residential neighborhoods. This element also identifies current and future housing needs and it addresses available policies and programs to mitigate or correct housing deficiencies. The general program presented in this element is not intended to be inflexible or exhaustive, but rather it represents the City's intent to maintain a viable housing program that can address changing needs. The program should be continually evaluated to determine its pertinence and potential for meeting future housing needs.

The first part of this element presents and analyzes population and housing characteristics of the City. The second part discusses the City's housing goals and objectives along with the policies and programs that are used to fulfill these stated goals and objectives. The Housing Element concludes with analyses of both the consistency/compatibility of this element with the other elements of the General Plan and the effectiveness of this element compared to the 1984 element it supersedes.





## PURPOSE OF THE HOUSING ELEMENT

The California Legislature has found that the subject of housing is of vital statewide importance and that the attainment of a decent home and a satisfying environment for every Californian is a priority of the highest order. Section 65302(c) of the Government Code of the State of California states that a General Plan must include:

- (c) A housing element, to be developed pursuant to regulations established under Section 41134 of the Health and Safety Code, consisting of standards and plans for the improvement of housing and for provision of adequate sites of housing. This element of the plan shall make adequate provision for the housing needs of all economic segments of the community.

One of the primary purposes of this particular housing element is to comply with the revisions initially mandated by State law for 1984 and the subsequent update required for 1989. As an evaluative report, this element provides information on population and housing conditions so that informed decisions can be made on the need for providing housing programs to address current and future needs of the City.

As a housing strategy document, this element is intended to provide both citizens and public officials with an understanding of the housing needs to set forth policies and programs aimed at the attainment of defined objectives. The housing element can serve not only as an expression of Inglewood's commitment to act, but can also provide guidance and direction to governmental decision-makers in all matters relating to housing. In addition to the provision of decent housing in a satisfying environment, housing for all incomes is a goal whose attainment requires the shared commitment of federal, state, and local governments. This housing element is intended to define Inglewood's role in such commitment.





## DATA SOURCES

Due to the unavailability of complete 1990 U.S. Census data when the Housing Element update originated, all statistical data is derived from the 1970 and the 1980 U.S. Census, except when otherwise specified in the report. Difficulties occasionally arose when statistical comparisons were made between 1970 and 1980 because the two censuses compiled some data differently and the 1980 Census eliminated some statistical categories, such as the structural conditions of residences. Attempts were made to rectify the data so that reasonable comparisons can be made between these two census years. For example, the Hispanic population (formally referred to by the Census as Spanish-surnamed) was often identified within both the White and Black populations. For the purposes of this report, the Hispanic population was statistically separated and is treated as an independent category, and the White population is considered to be those persons of the traditional Anglo-Saxon culture. The category of "Others" includes Asians, American Indians, Eskimos, and Pacific Islanders.

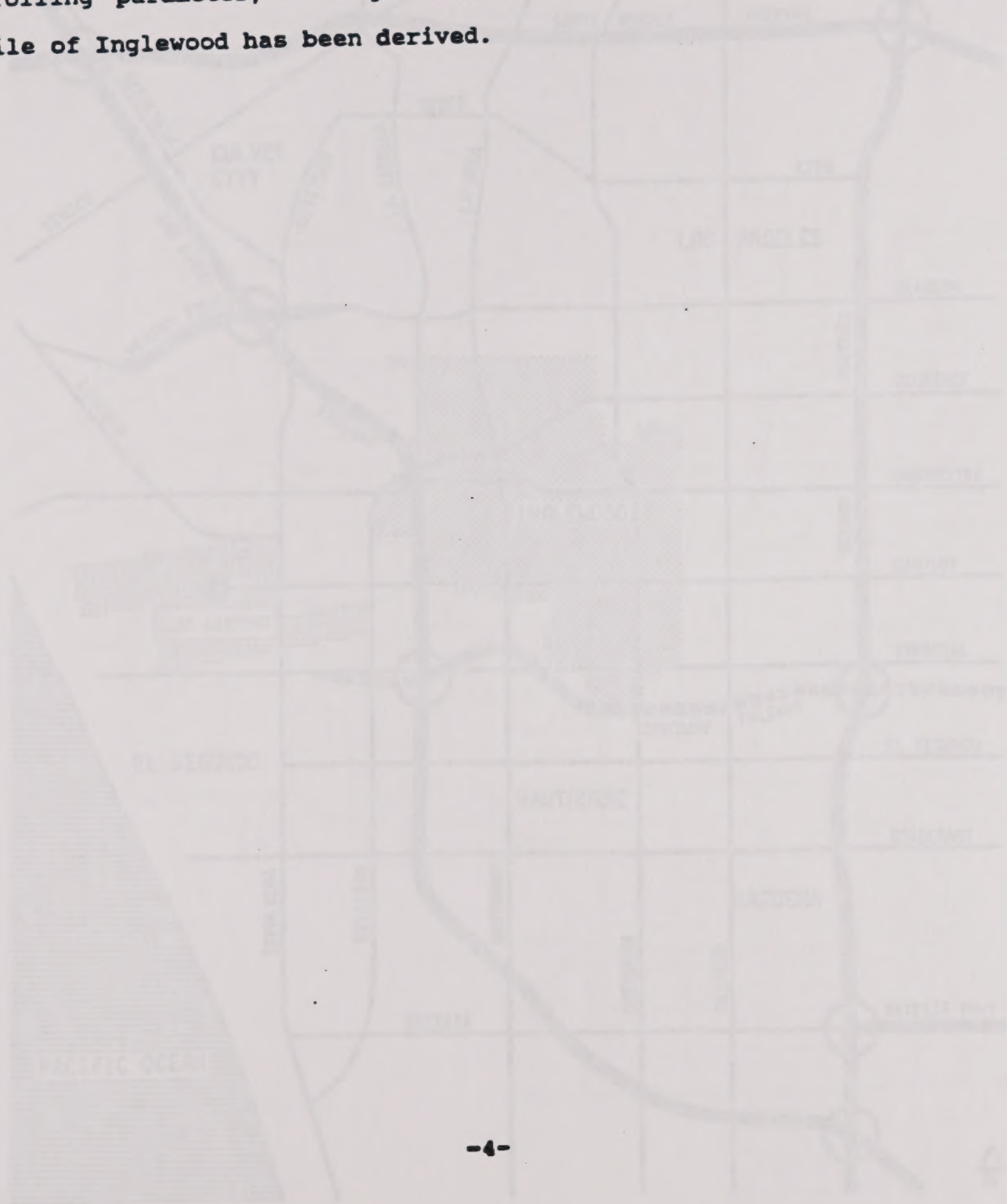
## DATA UPDATE

The City of Inglewood is using an annually prepared City population estimate from the California Department of Finance, and an annual racial/ethnic profile of students enrolled in the Inglewood public schools. Because the racial/ethnic profile of the school district does not match the profile of the overall city population, the relative growth or decrease of student numbers in each of the separate racial/ethnic groups (from 1980 to 1988) has been applied to





the known city-wide population of each respective group based on the 1980 Census. With the State's 1988 city population estimate as a controlling parameter, a rough estimate of a current racial/ethnic profile of Inglewood has been derived.







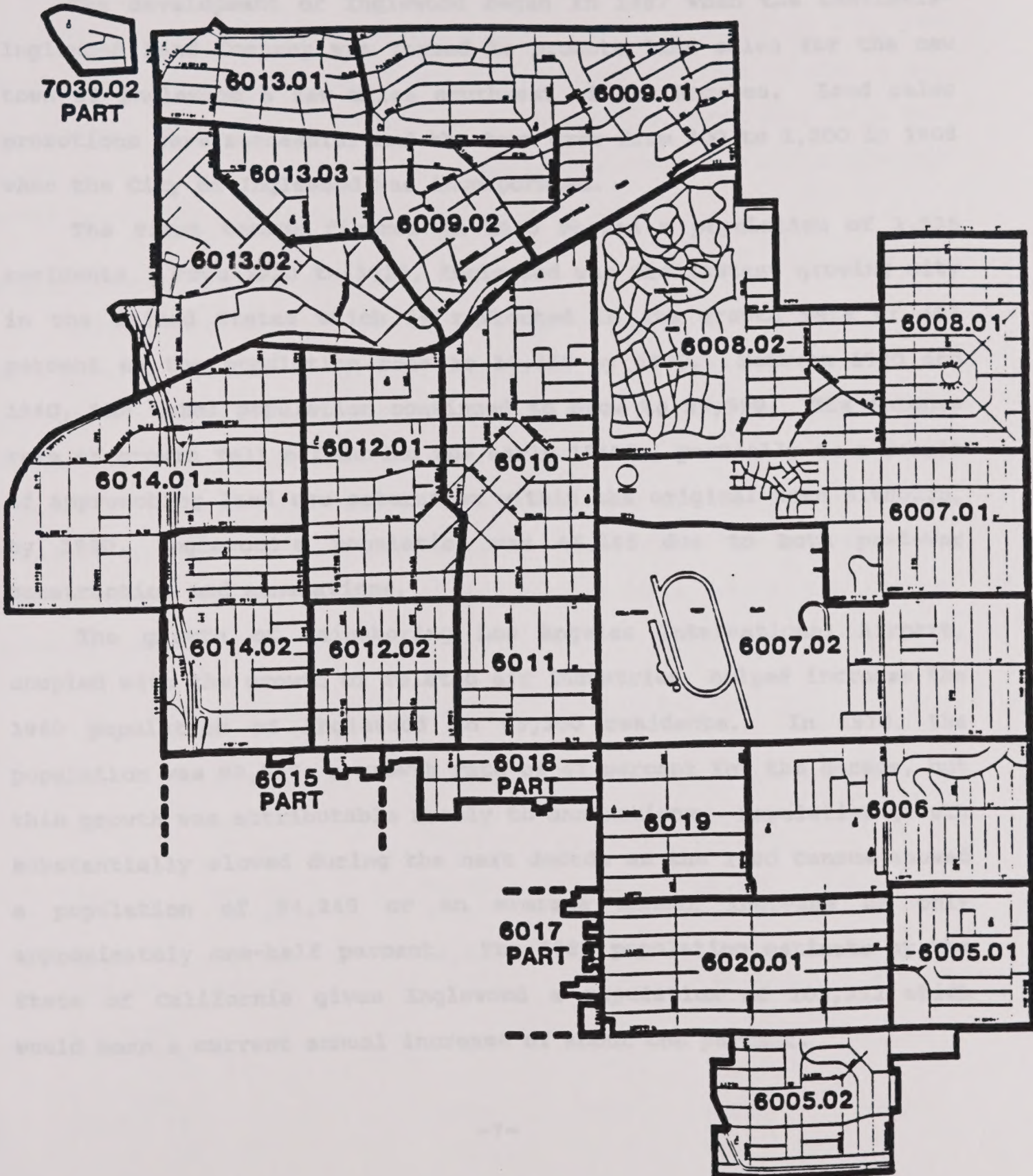
# Vicinity Map







CENSUS TRACT MAP







## HISTORY OF GROWTH

The development of Inglewood began in 1887 when the Centinela-Inglewood Land Company was formed to promote land sales for the new town of Inglewood a few miles southwest of Los Angeles. Land sales promotions were successful and the town grew from 300 to 1,200 in 1908 when the City of Inglewood was incorporated.

The first Census figures in 1910 showed a population of 1,536 residents. From 1920 to 1925, Inglewood was the fastest growing city in the United States which is reflected in its growth rate of 492 percent as the population rose to 19,480 by 1930. Between 1930 and 1940, the total population continued to grow to 29,999. The intense rate of growth fell off during the early 1940's, partially as a result of approaching land use saturation within the original town although, by 1950, Inglewood's population was 46,185 due to both post-war construction and annexations.

The growth of neighboring Los Angeles International Airport, coupled with the growth of related air industries, helped increase the 1960 population of Inglewood to 63,390 residents. In 1970, the population was 89,896; a growth rate of 42 percent for the decade, but this growth was attributable mostly to annexations. Population growth substantially slowed during the next decade as the 1980 Census showed a population of 94,245 or an average annual increase of only approximately one-half percent. The 1988 population estimate by the State of California gives Inglewood a population of 102,352 which would mean a current annual increase of about one percent.





## POPULATION GROWTH TRENDS

Inglewood, being an older community that has been fully developed and being surrounded by other fully developed jurisdictions, will not experience the development of new subdivisions on large, vacant areas of land. Virtually any increase in population resulting from new units will only occur due to the infill development of higher density units upon existing vacant or underutilized lots.

## Racial/Ethnic Characteristics

During past decades, there has been a substantial change in the racial/ethnic character of the community. Inglewood was an almost exclusively White (non-Hispanic) community until the mid-1960's. The first minority population to begin residing in Inglewood was Black; however, this current decade has also experienced a substantial increase in the Hispanic population. The City of Inglewood is now predominantly minority with Hispanics currently being the fastest growing segment of the population, as is reflected in the 1988

### ETHNICITY OF THE POPULATION: 1970, 1980 and 1988

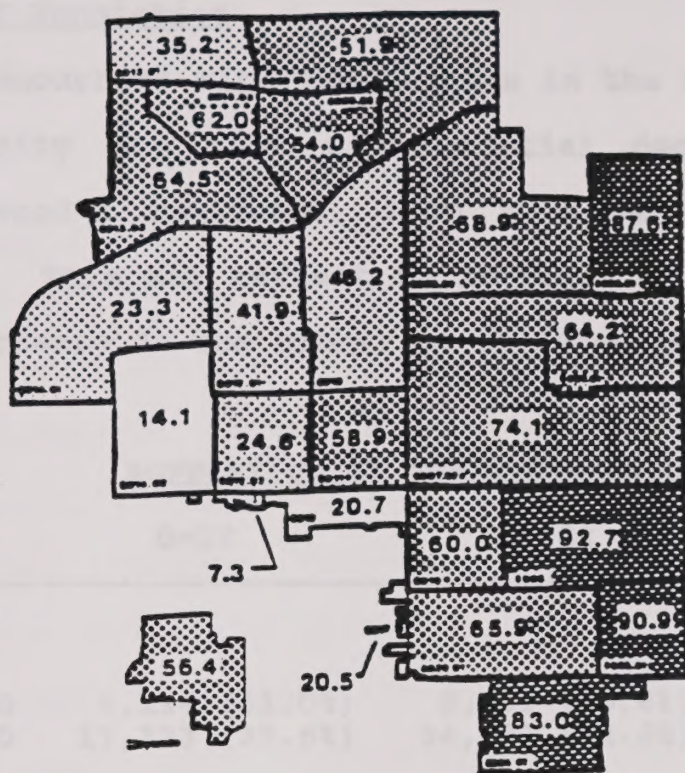
| <u>Year</u>           | <u>Total<br/>Population</u> | <u>White</u>      | <u>Black</u>      | <u>Hispanic</u>   | <u>Other</u>    |
|-----------------------|-----------------------------|-------------------|-------------------|-------------------|-----------------|
| 1970                  | 89,986<br>(% of)            | 69,108<br>(76.8%) | 9,116<br>(10.1%)  | 11,058<br>(12.3%) | 704<br>(0.8%)   |
| 1980                  | 94,245<br>(% of)            | 19,659<br>(20.9%) | 53,122<br>(56.4%) | 18,060<br>(19.2%) | 3,404<br>(3.6%) |
| 1988<br>(Est.)        | 102,400<br>(% of)           | 8,500<br>(8%)     | 50,300<br>(49%)   | 37,900<br>(37%)   | 5,700<br>(6%)   |
| % Change<br>1970-1980 |                             | -72%              | +483%             | +63%              | +384%           |
| % Change<br>1980-1988 |                             | -57%              | -5%               | +110%             | +67%            |



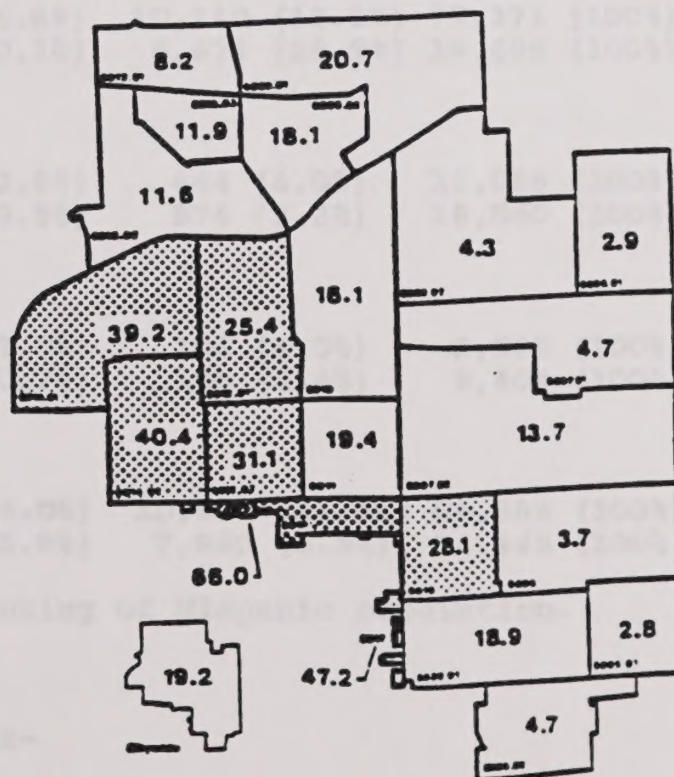


PERCENT OF ETHNIC POPULATION BY CENSUS TRACT (1980)

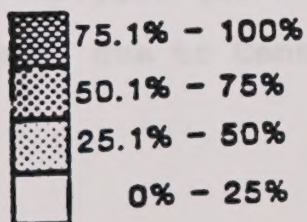
Black



Hispanic



Key







population estimate. Such growth is anticipated to continue for the remainder of this century.

### Age of Population

Concurrent with the changes in the racial/ethnic character of the community has been a substantial decrease in the median age of Inglewood's residents, from 32.6 years in 1970 to 27.9 years in 1980. This may reflect an increase of younger minority families and an increase in the number of children in these new families.

#### POPULATION BY AGE AND ETHNICITY: 1970 AND 1980

| Age:            | 0-17           | 18-64          | 65+            | Total         |
|-----------------|----------------|----------------|----------------|---------------|
| <u>Black</u>    |                |                |                |               |
| 1970            | 4,114 (41.0%)  | 5,653 (56.4%)  | 260 (2.6%)     | 10,027 (100%) |
| 1980            | 17,333 (32.6%) | 34,331 (64.6%) | 1,458 (2.7%)   | 53,122 (100%) |
| <u>White</u>    |                |                |                |               |
| 1970*           | 17,085 (22.1%) | 50,146 (64.8%) | 10,140 (13.1%) | 77,371 (100%) |
| 1980            | 2,159 (11.0%)  | 11,822 (60.1%) | 5,678 (28.9%)  | 19,659 (100%) |
| <u>Hispanic</u> |                |                |                |               |
| 1970            | 3,552 (32.1%)  | 7,063 (63.9%)  | 444 (4.0%)     | 11,059 (100%) |
| 1980            | 6,749 (37.4%)  | 10,737 (59.5%) | 574 (3.2%)     | 18,060 (100%) |
| <u>Others</u>   |                |                |                |               |
| 1970*           | 647 (25.0%)    | 1,837 (71.0%)  | 104 (4.0%)     | 2,588 (100%)  |
| 1980            | 846 (24.9%)    | 2,408 (70.7%)  | 150 (4.4%)     | 3,404 (100%)  |
| <u>Total</u>    |                |                |                |               |
| 1970            | 21,846 (24.3%) | 57,636 (64.0%) | 10,504 (11.7%) | 89,986 (100%) |
| 1980            | 27,087 (28.7%) | 59,298 (62.9%) | 7,860 (8.3%)   | 94,245 (100%) |

\*Estimate, due to Census double-counting of Hispanic population.





This trend towards younger residents is also revealed by the decrease in the population of the elderly. In 1960, 10.4 percent of the City's population was 65 and older; in 1970 this had increased to 11.7 percent; but in 1980 this elderly population had decreased to only 8.3 percent of the total population (from 10,504 in 1970 to 7,860).

### Household Size

There is a correlation between the growth of the Hispanic population and the increase in the number of children in the City as is reflected below in the larger household size for Hispanic families. As this segment of the population continues to increase in the next decades, there should be a corresponding increase in the average household size and further decrease in the median age of Inglewood residents although these trends should occur at a slower rate until the population eventually stabilizes with a younger population.

### TOTAL POPULATION AND HOUSEHOLD AVERAGE BY ETHNICITY (1980)

| <u>Ethnicity</u> | <u>Population</u> | <u>Percentage</u> | <u>Household Size</u> |
|------------------|-------------------|-------------------|-----------------------|
| Black            | 53,122            | 56.4              | 2.6                   |
| White            | 19,659            | 20.9              | 1.9                   |
| Hispanic         | 18,060            | 19.2              | 3.7                   |
| Other            | 3,404             | 3.6               | 3.2                   |
| <b>Total</b>     | <b>94,245</b>     | <b>100.0</b>      | <b>2.5</b>            |





Family Income

In 1979, most families in the City of Inglewood could be classified as having low-to-moderate incomes. For example, family income in this City was less than the average income for the entire County of Los Angeles. Fifty-eight percent of Inglewood families earned below \$20,000 per year as compared to only 47 percent of families in the County. The median family income in Inglewood in 1979 was \$15,016; 18,433 households (48% of the City's total) had incomes lower than \$15,000. Furthermore, family incomes varied based upon the racial/ethnic character of the families as may be noted in the following table. In Inglewood, 56 percent of White families earned less than \$20,000; 57.5 percent of Black families earned less than \$20,000; and 70.7 percent of Hispanic families earned less than \$20,000 annually.

1979 FAMILY INCOME BY ETHNICITY (1980 CENSUS)  
NUMBER OF FAMILIES

|                     | <u>Black</u>     | <u>White</u>     | <u>Hispanic</u>  | <u>Other</u>   | <u>*Inglewood<br/>Total</u> | <u>L.A.<br/>County</u> |
|---------------------|------------------|------------------|------------------|----------------|-----------------------------|------------------------|
| \$0-4,999           | 1,545<br>(11.0%) | 472<br>(6.9%)    | 396<br>(10.4%)   | 53<br>(9.6%)   | 2,260<br>(9.8%)             | 134,111<br>(7.4%)      |
| \$5,000-<br>9,999   | 1,930<br>(13.8%) | 966<br>(14.2%)   | 747<br>(19.7%)   | 87<br>(15.8%)  | 3,314<br>(14.4%)            | 229,309<br>(12.6%)     |
| \$10,000-<br>19,999 | 4,586<br>(32.7%) | 2,371<br>(34.8%) | 1,540<br>(40.6%) | 177<br>(32.1%) | 7,787<br>(33.7%)            | 490,647<br>(26.9%)     |
| \$20,000-<br>34,999 | 4,027<br>(28.7%) | 2,070<br>(30.4%) | 922<br>(24.3%)   | 158<br>(28.7%) | 6,669<br>(28.9%)            | 572,214<br>(31.4%)     |
| \$35,000<br>or more | 1,937<br>(13.8%) | 938<br>(13.8%)   | 192<br>(5.1%)    | 76<br>(13.8%)  | 3,050<br>(13.2%)            | 397,838<br>(21.8%)     |
| Total               | 14,025<br>(100%) | 6,817<br>(100%)  | 3,797<br>(100%)  | 551<br>(100%)  | 23,080<br>(100%)            | 1,824,119<br>(100%)    |

\*Individual Ethnic Family figures exceed the total when summed because of some double counting involving families with Spanish-surnames.

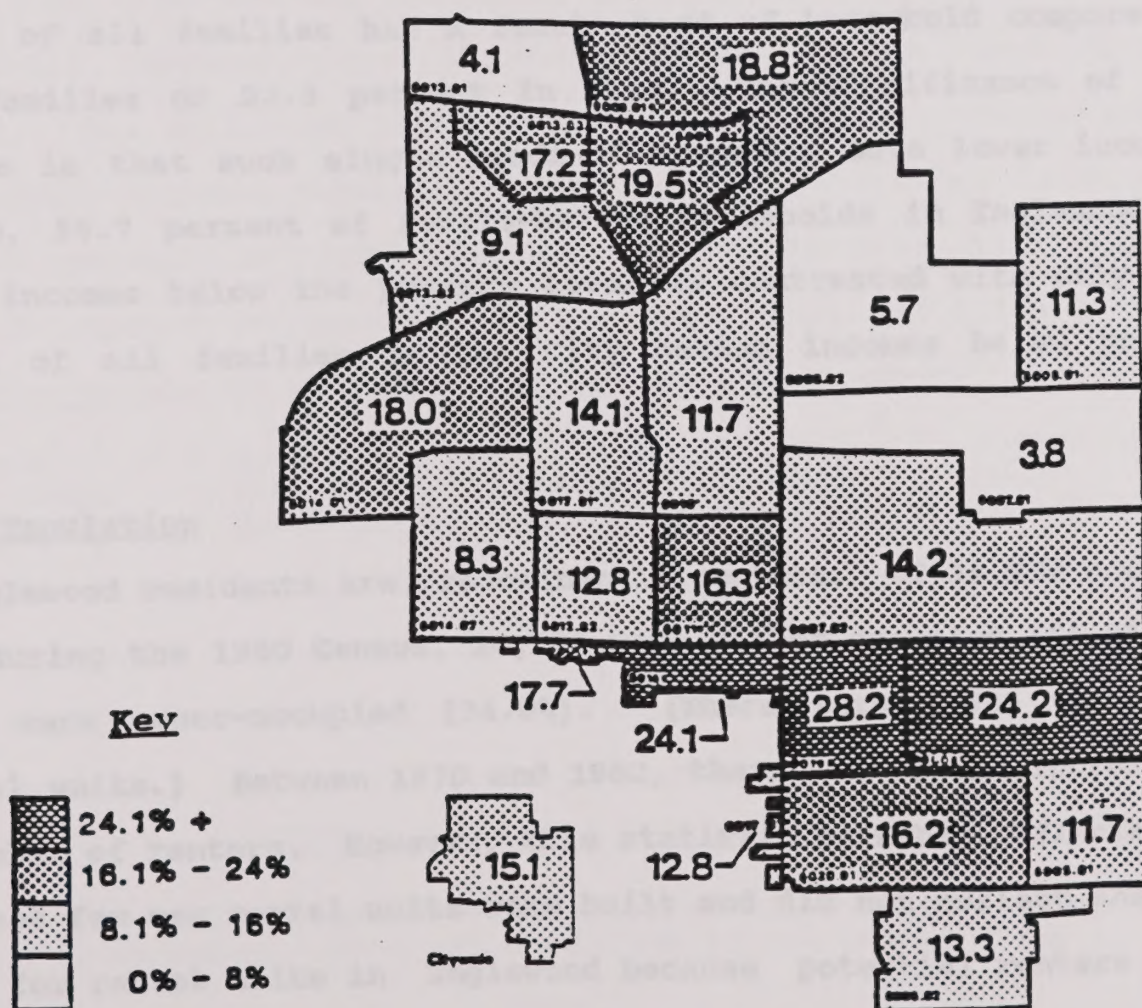




Another indicator of this shift towards low-to-moderate income families in Inglewood was illustrated in poverty level comparisons. The number of persons whose incomes fell below the federal poverty level increased from 7.8 percent in 1970 to 15.1 percent in 1980. This trend may well have continued in the subsequent nine years although there is no available data to make such a determination.

The situation has even worsened for family incomes. In 1970, only 5.3 percent of the families had incomes below the poverty level, but in 1980 this had increased to 13.0% of the families. In contrast, the

# PERCENT OF HOUSEHOLDS BELOW POVERTY LEVEL BY CENSUS TRACT







income circumstances for elderly persons (65 and older) had improved. In 1970, 25.7 percent of elderly persons had incomes below poverty level, but in 1980 only 9.1 percent of the elderly had below-poverty incomes. What has transpired in the last nine years is unknown.

### Single Head-of-Household

Limited incomes and time dedicated to both employment and family-rearing responsibilities create a special need for low-cost and low-maintenance housing for single heads-of-household. The number of families with a single head-of-household increased substantially over this ten year period. For example, in 1970, 3,197 families or 13.0 percent of all families had a female head of household compared to 7,067 families or 22.3 percent in 1980. The significance of this increase is that such single heads-of-household have lower incomes. In 1980, 28.7 percent of female-headed households in Inglewood had family incomes below the poverty level as contrasted with only 15.1 percent of all families in the City having incomes below poverty level.

### Tenant Population

Inglewood residents are predominantly renters. Of 36,750 occupied units during the 1980 Census, 24,252 were renter-occupied (66.0%) and 12,498 were owner-occupied (34.0%). (There were 1,485 vacant or seasonal units.) Between 1970 and 1980, there was little increase in the number of renters. However, this statistic probably reflected the fact that few new rental units were built and did not reflect the true demand for rental units in Inglewood because potential renters were





forced to seek housing in other jurisdictions. The decreasing vacancy rate for rental units (see page 27) provides evidence that there was an increasing demand for rental units.

Circumstances were certainly aggravated for renters during the early 1980's when many apartment buildings were converted to condominiums to permit individual ownership of the units, and virtually all new multiple-unit developments were condominiums. However, between 1985 and 1988, the construction on individual sites of apartment units for renters has outpaced new condominium units by a factor of about three-to-one (excluding the 44 acre Carlton Square project). The demand for rental units in Inglewood is apparently being considered again by residential developers.

After the 1980 Census, the trend towards more renters was viewed as a shift towards more low-to-moderate income families in Inglewood. The following table shows the substantial difference in family incomes between renters and homeowners at that time. Note that almost 40 percent of renter households earned less than \$10,000 annually but almost 60 percent of the homeowners earned more than

DISTRIBUTION OF RENTERS AND OWNERS BY INCOME RANGE (1980)

| Household<br>Income Range<br>(1979 Income) | Number of<br>Renter<br>Households | % in Each Range<br>Paying 35% or More<br>of Income for Rent | Number of<br>Owner<br>Households |
|--------------------------------------------|-----------------------------------|-------------------------------------------------------------|----------------------------------|
| \$ 0-\$4,999                               | 4,841 (20.2%)                     | 88.8%                                                       | 583 (6.1%)                       |
| \$ 5,000-\$ 9,999                          | 4,669 (19.5%)                     | 72.9%                                                       | 998 (10.4%)                      |
| \$10,000-\$19,999                          | 9,082 (37.9%)                     | 17.2%                                                       | 2,375 (24.7%)                    |
| \$20,000 or more                           | 5,368 (22.4%)                     | 0.2%                                                        | 5,659 (58.9%)                    |
| <u>Total</u>                               | <u>23,960 (100%)</u>              | <u>36.0%</u>                                                | <u>9,615 (100%)</u>              |

Note: There are 292 Renter Households and 2,883 Owner Households whose incomes were not specified in the Census data.





\$20,000 annually. This table also shows that renters often paid over 35 percent of their incomes to rent, especially for households having incomes less than \$10,000 annually.

These statistics may no longer be valid. The cost of home ownership (both single family residences and condominium units) has risen so dramatically throughout the Los Angeles region that an increasing number of middle income families are unable to afford the purchase price of a home, forcing them to be renters. Current statistics specific to Inglewood are not available; however, a November 27, 1988, Los Angeles Times article explains that not only has the unaffordability of home ownership increased the demand for rental units, the increased rental demand has correspondingly increased rent prices so that the Los Angeles region has the worst rental affordability problem in the nation.

### Employment

There are no employment statistics detailing the availability of jobs for Inglewood residents. This is due to the fact that Inglewood is located in the midst of a major urban area in which persons freely cross jurisdictional lines between work and home. However, 1980 Census data revealed that all classifications of occupations (except agriculture, forestry, fishing and mining) are well represented by Inglewood residents and this provides evidence that all types of urban employment are reasonably available. Furthermore, 60 percent of all employed Inglewood residents commuted to their work within 30 minutes, and less than 14 percent had to commute more than 45 minutes. There is no evidence that Inglewood's housing stock fails to provide housing for any type of urban occupation or industry. Also, the growth and





diversity of businesses and industries in and near Inglewood and around neighboring Los Angeles International Airport assures the continued availability of accessible jobs for the future.

### Summary

The specific data derived from the 1970 and 1980 censuses can be summarized into two general statements about population trends in this City.

1. The population in Inglewood is becoming younger, with nearly a third of the population under 17 years of age as of the last census. This trend has been particularly aided by the rapid increase in the number of Hispanic households which have a relatively large and young population-per-household. This implies a growing demand for housing units to accommodate families. The corollary to this is the fact that the elderly population is decreasing and the demand for housing for senior citizens, while still significant, will become less serious.
2. At the start of the decade, Inglewood was becoming a more low-to-moderate income community, as was evidenced by a drastic increase in the number of families whose incomes fall below the poverty level. These conditions implied a growing need for lower cost affordable housing. However, there is empirical evidence that recent increases in regional housing costs have forced many prospective home buyers into becoming middle-income renters. Under either condition, there is definitely an increasing demand for affordable rental housing.





## HOUSING INVENTORY

The most readily observed characteristics of housing are physical factors: the number and type of dwellings, the growth of the housing inventory, and the physical condition and maintenance of the dwellings.

According to the table in the 1984 Housing Element showing housing inventory by Census Tract, there were 38,535 dwelling units in Inglewood at the end of 1983, based on Building Division records. However, the California Department of Finance had determined that there were 38,482 units at that time, a disparity of about 0.1 percent. For purposes of consistency with State records, the latter number is now used in this document.

The latest tabulation shows that there were 38,238 dwelling units in Inglewood at the end of 1988, a net decrease of 244 units over these five years. This decrease is due to a large number of demolished units and removed trailers offsetting the number of units gained through new construction. Excluding mobile homes, there was a net increase of 16 units built during this period.

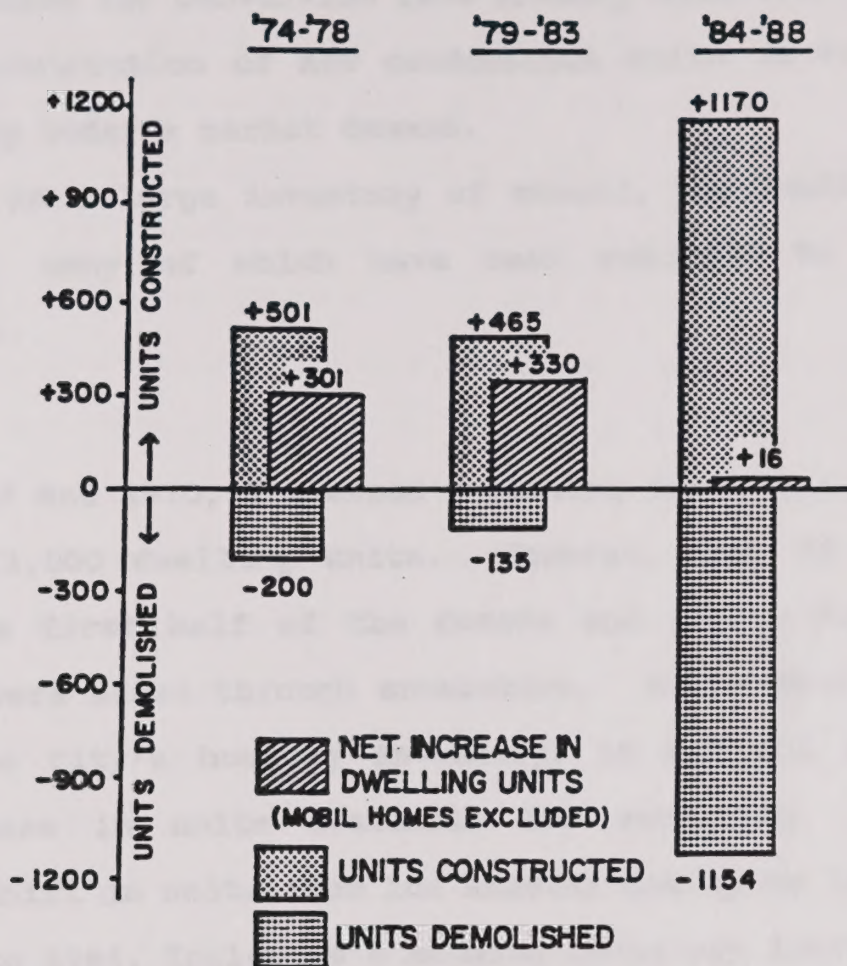
The following table shows the composition of the 1983 and 1988 housing inventories:

| <u>Type of Structure</u> | <u>1983 Units</u> | <u>1988 Units</u> |
|--------------------------|-------------------|-------------------|
| Single Family            | 15,502            | 15,290            |
| Two Units                | 1,276             | 1,236             |
| 3 and 4 Units            | 3,650             | 3,585             |
| 5 or More Units          | 17,675            | 18,008            |
| Mobile Homes             | 379               | 119               |
| <u>Total Units</u>       | <u>38,482</u>     | <u>38,238</u>     |





# UNITS BUILT AND DEMOLISHED (5 YEAR PERIODS)



Of the 21,600 multiple-unit dwellings (in buildings having three or more units), approximately 3,000 are condominium or community-ownership apartments (the number of stock cooperative apartments is unknown). Approximately two-thirds of these ownership units were purposely built as such, but 1,176 units have been converted from rental apartments to condominiums. These conversions constitute a loss of about four percent of the City's rental housing stock since 1965. However, only 25 units were converted in the past five years and there is evidence that condominium conversions will have a minor impact in future years based on several factors:





- (1) Most of the luxury apartment buildings which make excellent candidates for conversion have already been converted.
- (2) The construction of new condominium units is substantially meeting today's market demand.
- (3) There is a large inventory of unsold, previously converted units, many of which have been returned to the rental market.

### Growth

Between 1960 and 1970, Inglewood's housing inventory increased by approximately 13,000 dwelling units. However, most of this growth occurred in the first half of the decade and almost half of these units (5,300) were added through annexation. While this was a major addition to the City's housing inventory, it did not result in an absolute increase in units available for occupancy. Rather, it represented a shift in units from Los Angeles County to Inglewood.

From 1970 to 1984, Inglewood's housing inventory increased by only 1,172 units. This small increase can be attributed to several factors:

- (1) The near absence of vacant land for residential construction;
- (2) Increased costs of residential land within the City;
- (3) The adoption of more restrictive zoning requirements for multiple unit development in the mid-1960's;
- (4) Instability of the market caused by the changing social-economic character of the City in the late 1960's and early 1970's; and





(5) The increasing environmental impact on much of the City's residential areas caused by jet noise.

Since 1983, while there has been a net loss of 144 dwelling units, this decrease is misleading. During these five years 1,170 new dwelling units were constructed; however, 1,314 units and trailers were also demolished or removed. A small number of these units, particularly single residences and duplexes, were removed to clear lots for the subsequent construction of larger multiple-unit apartment and condominium structures.

Most of the units were deliberately removed to accommodate nonresidential developments within two of Inglewood's redevelopment project areas. These areas are so severely impacted by overhead jet noise from aircraft landing at the nearby international airport that they are unsuitable for residential use and the removal of these units was an environmental necessity. Affected homeowners and residents were accommodated with relocation benefits and assistance described later in this element.

Finally, 280 single family and duplex units were also removed by Caltrans for the current construction of the Century Freeway.

#### Age of the Housing

When compared with other sections of the South Bay area, Inglewood's housing inventory is relatively old. This represents a potential problem since a large number of the units are approaching the latter stages of their physical life span which is generally associated with a more rapid rate of structural deterioration. The estimated age distribution of the City's housing stock is indicated





below, while the following map on page 23 shows estimated percentages of the housing stock in each tract built prior to 1940.

**Estimates of Unit Age as of 1988**

| <u>Age of Units</u> | <u>No. of Units</u> | <u>Percent</u> |
|---------------------|---------------------|----------------|
| 0-10 Yrs.           | 1,900               | (5%)           |
| 11-20 Yrs.          | 3,500               | (9%)           |
| 21-30 Yrs.          | 9,500               | (25%)          |
| 31-40 Yrs.          | 10,900              | (28%)          |
| 41-50 Yrs.          | 7,900               | (21%)          |
| 51+ Yrs.            | <u>4,500</u>        | <u>(12%)</u>   |
|                     | 38,200              | 100.0%         |

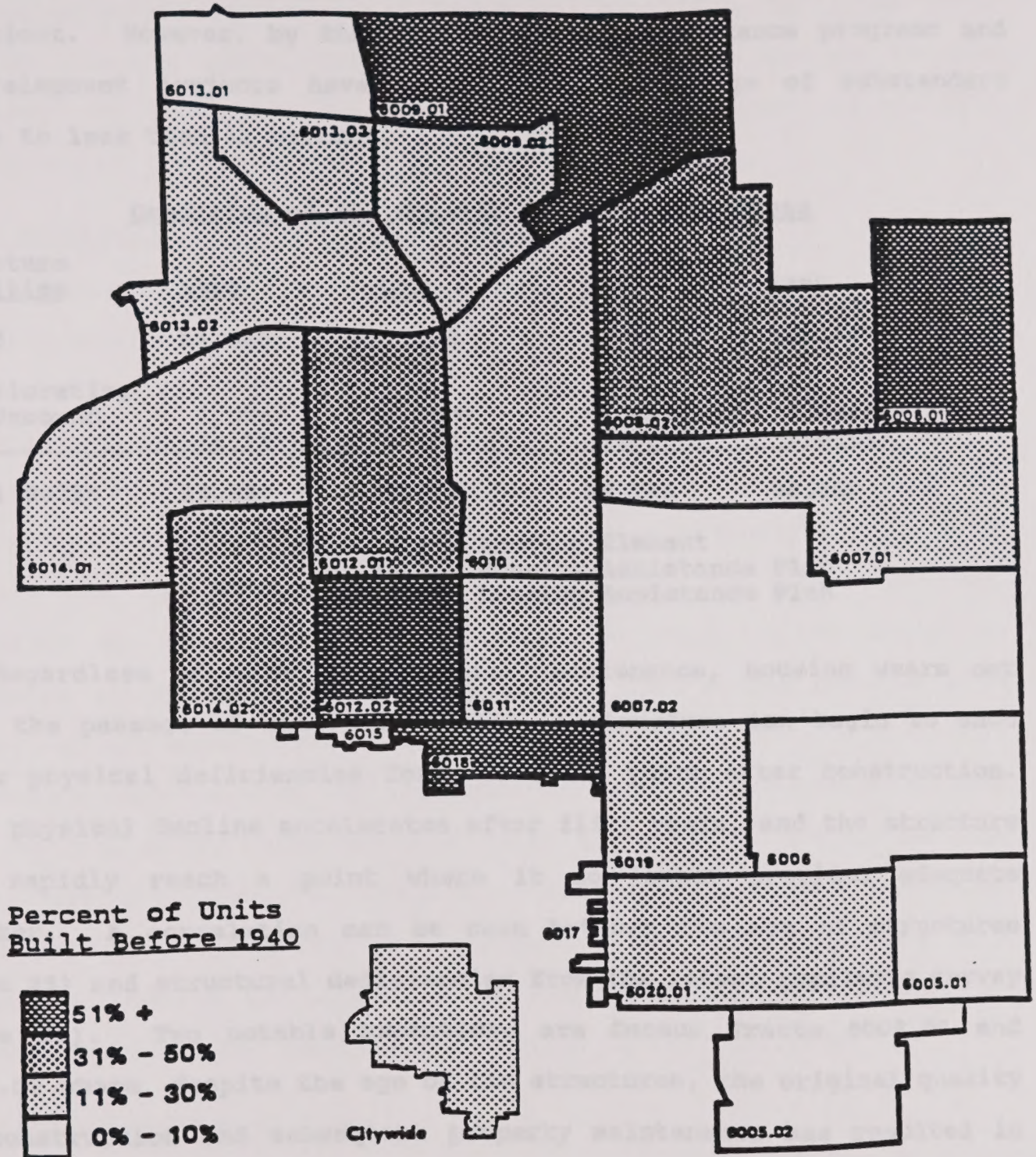
**Source:** Neighborhood Statistics Program (1980), revised per City records for subsequent eight years.

The percentages of units in each census tract constructed prior to 1940 shown on the next page are estimates derived from a combination of census data, historical aerial photograph information and Building Division records. Although not precise, these percentages are believed to better reflect the actual situations than would census data alone. This is because census data is comprised of building ages that were estimated by the residents and there is evidence that these residents' estimates were often erroneous, usually reducing the actual ages of the structures.





## AGE OF HOUSING BY CENSUS TRACT



## Condition of Housing

In 1960, less than 5 percent of the City's housing stock was classified as deficient (deteriorating or dilapidated). The extent of deterioration increased substantially throughout the City and by 1970,







29 percent of the housing units within Inglewood were considered deficient. However, by the 1980's, various assistance programs and redevelopment projects have reduced the percentage of substandard units to less than 11 percent.

Condition of the Housing Inventory 1960-1988

| <u>Structure<br/>Condition</u> | <u>1960</u>      | <u>1970</u>        | <u>1980</u>        | <u>1988</u>         |
|--------------------------------|------------------|--------------------|--------------------|---------------------|
| Sound                          | 24,485           | 27,176             | 34,086             | 34,194              |
| Deteriorating<br>or Unsound    | 1,054*<br>(4.1%) | 11,100*<br>(29.0%) | 4,149**<br>(10.9%) | 4,044***<br>(10.6%) |
| Total Units                    | 25,539           | 38,276             | 38,235             | 38,238              |

\*1979 Housing Element  
 \*\*1982 Housing Assistance Plan  
 \*\*\*1988 Housing Assistance Plan

Regardless of normal residential maintenance, housing wears out with the passage of time. Typically, a structure can begin to show major physical deficiencies forty to fifty years after construction. Such physical decline accelerates after fifty years, and the structure can rapidly reach a point where it no longer provides adequate shelter. A correlation can be seen between the age of structures (page 23) and structural deficiencies from the latest available survey (page 26). Two notable exceptions are Census Tracts 6008.01 and 6008.02 where, despite the age of the structures, the original quality of construction and subsequent property maintenance has resulted in relatively little structural deterioration.

The most common structural deterioration in older houses are electrical wiring and plumbing. Deteriorating foundations are a





particular problem in northeast Inglewood, especially in Census Tract 6009.01. Roofs, walls, flooring, doors and windows are not notable problems in Inglewood except where there has been significant negligence of the structure.

#### Units Requiring Repair and Rehabilitation

An Inglewood field survey, completed in 1977, indicates the most recently available data by census block on the percentage of the units needing repair and rehabilitation (see the following page). There was a high correlation between the census tracts with the highest percentage of low income residents and the census tracts with the greatest percentage of aging and deteriorating structures. There is nothing to indicate that this relationship has since changed. According to the 1988 Housing Assistance Plan, 3,877 units in Inglewood are suitable for rehabilitation. That number represents 96 percent of all substandard units.

Because of the City of Inglewood's Property Maintenance section and their on-going enforcement of codes for property violations, the City does not have a continuous dilapidated housing problem. According to the Property Maintenance section there were only four units that needed to be demolished due to substandard conditions. These assessments for demolition were made in 1988 and 1989.

#### Maintenance and Conservation

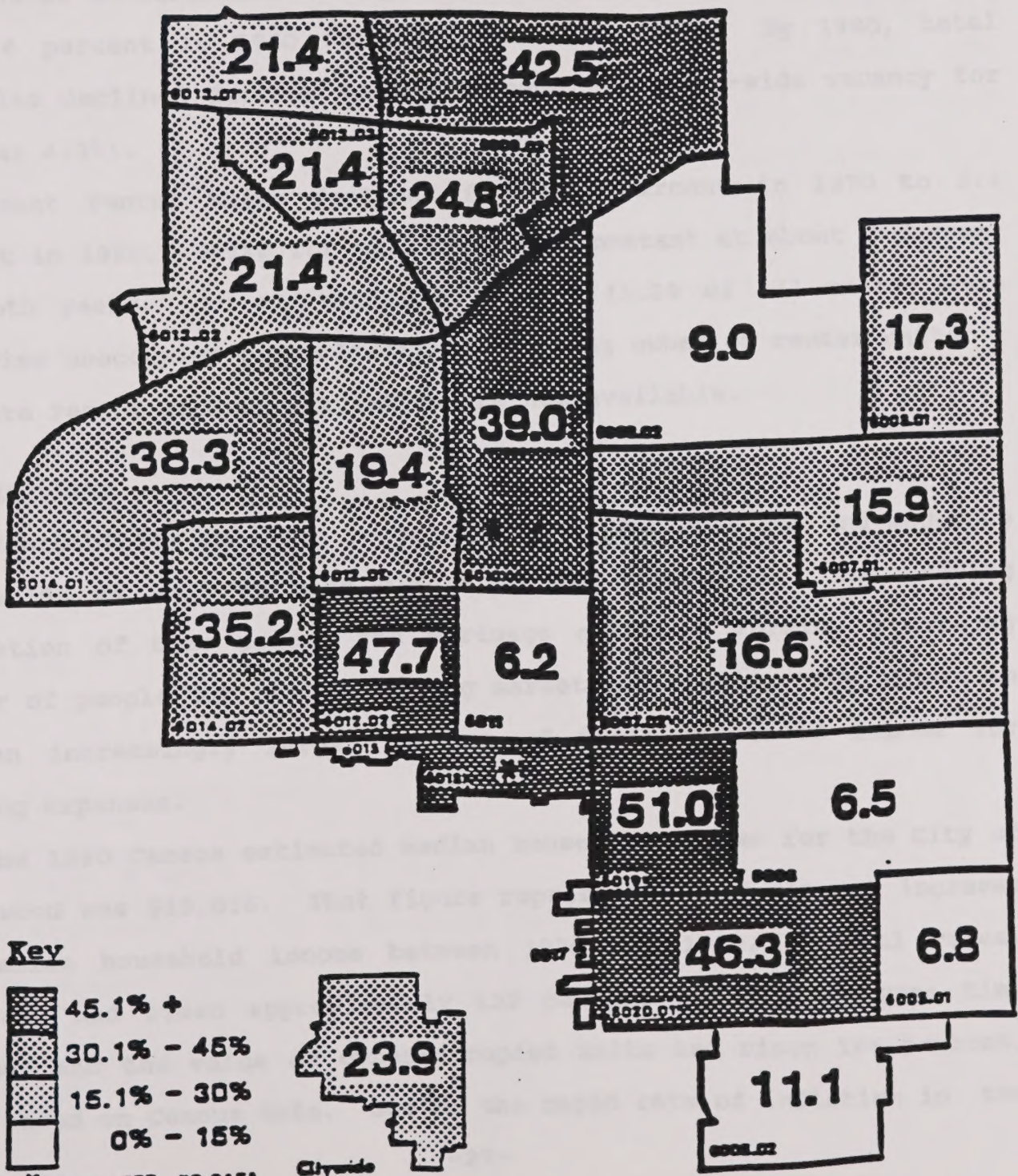
The City of Inglewood is committed to preserving and upgrading its existing housing stock. Programs and policies designed to foster rehabilitation of existing housing units directly lead to the conservation and preservation of the City's housing stock. The City





has several programs that have a cumulative goal of rehabilitating (conserving) 626 housing units over the next 5 year planning cycle (See Housing Goal and Objectives and Housing Policies and Programs for specific information).

PERCENT OF UNITS NEEDING REPAIRS/REHABILITATION  
BY CENSUS TRACT (1977)



\* ESTIMATED - NO DATA AVAILABLE







## GENERAL HOUSING NEEDS

### Housing Availability

Vacant housing units have decreased substantially since 1960. This decline can generally be correlated to overall changes in the vacancy situation in the entire South Bay Area and the decline in new residential construction. City-wide vacancies declined from slightly under 6 percent in 1960 to 4.3 percent in 1970. By 1980, total vacancies declined further to 3.9 percent. (County-wide vacancy for 1980 was 4.3%).

Vacant rental units declined from 4.7 percent in 1970 to 3.4 percent in 1980. Units for sale remained constant at about 1 percent for both years. An additional 507 units (1.3% of all units) were otherwise unoccupied or unclassified as being owner or renter units.

More recent vacancy statistics are not available.

### Affordability

Affordability is a key issue of concern for most low and moderate households as well as many middle income households. The ongoing escalation of home prices and mortgage costs is forcing a growing number of people out of the housing market and causing many others to pay an increasingly larger portion of their household income for housing expenses.

The 1980 Census estimated median household income for the City of Inglewood was \$15,016. That figure represented a 38 percent increase in median household income between 1970 and 1980. Rental rates, however, had risen approximately 132 percent during that same time period, and the value of owner-occupied units had risen 186 percent, both based on Census data. Due to the rapid rate of inflation in the





housing market during the 1970's, the strain on annual income necessary for rent or purchase of housing had become a significant problem. Since 1980, the cost of housing has increased even more dramatically relative to household income. According to the Housing Assistance Plan (HAP) submitted to the Housing and Urban Development Department (HUD) November 30, 1988, there were 9,502 lower income households in need of rental subsidies. These households are "overpaying" because they need assistance to pay their rents. The ever increasing unaffordability of housing in Inglewood, and southern California in general, has now become the primary housing problem.

### Inglewood Housing Prices

The median purchase prices of residential properties in Inglewood, as indicated by 1988 real estate sales data, are shown on the table below. These prices are generally lower than those available in surrounding communities, although it is appropriate to state that prices in Inglewood are increasing and are approaching the prices in some neighboring communities where prices may be leveling off. Homes in Inglewood are still in the relatively "affordable" range for many households.

#### MEDIAN PURCHASE PRICES

|                           | <u>1988</u>            | <u>1983</u>       |
|---------------------------|------------------------|-------------------|
| Single family residences: |                        |                   |
| In R-1 Zone               | \$137,000              |                   |
| In R-2 Zone               | \$110,000              | \$89,000          |
| In higher R zones         | \$112,000              |                   |
| (L.A. County median       | \$191,000)             |                   |
| Duplex residence          | \$140,000 (both units) | \$84,000          |
| Average purchase price    |                        |                   |
| of multi-unit structures  | \$ 54,800 per unit     | \$30,000 per unit |

(Source: Realty Sales Service of L.A. County, 1988, of Real Estate Data Inc.)





The type and size of condominium units vary so greatly (from a converted one-bedroom apartment to a four-bedroom detached dwelling) that median or average condominium costs would not be particularly meaningful. The lowest condominium purchase price in the 1988 real estate sales data was \$45,000; the highest was \$138,000.

The monthly rental costs in Inglewood as indicated by surveys conducted by the Inglewood Housing Authority are shown below. The median rents for Inglewood have been comparable to county-wide rents although rent costs in the Westside-South Bay housing market that Inglewood serves are typically much higher than in Inglewood. Rent costs for newly built units average about \$100 higher than the city-wide average listed below.

**Average Monthly Apartment Rent:**

|           | <u>1988</u> | <u>1983</u> |
|-----------|-------------|-------------|
| 1 bedroom | \$560       | \$325       |
| 2 bedroom | \$650       | \$400       |
| 3 bedroom | \$845       | \$495       |

**Overcrowding**

The Census defines severe overcrowding as 1.51 persons per room or more. According to the 1970 and 1980 Census, conditions of overcrowding in Inglewood were exhibited as follows:

**Persons Per Room**

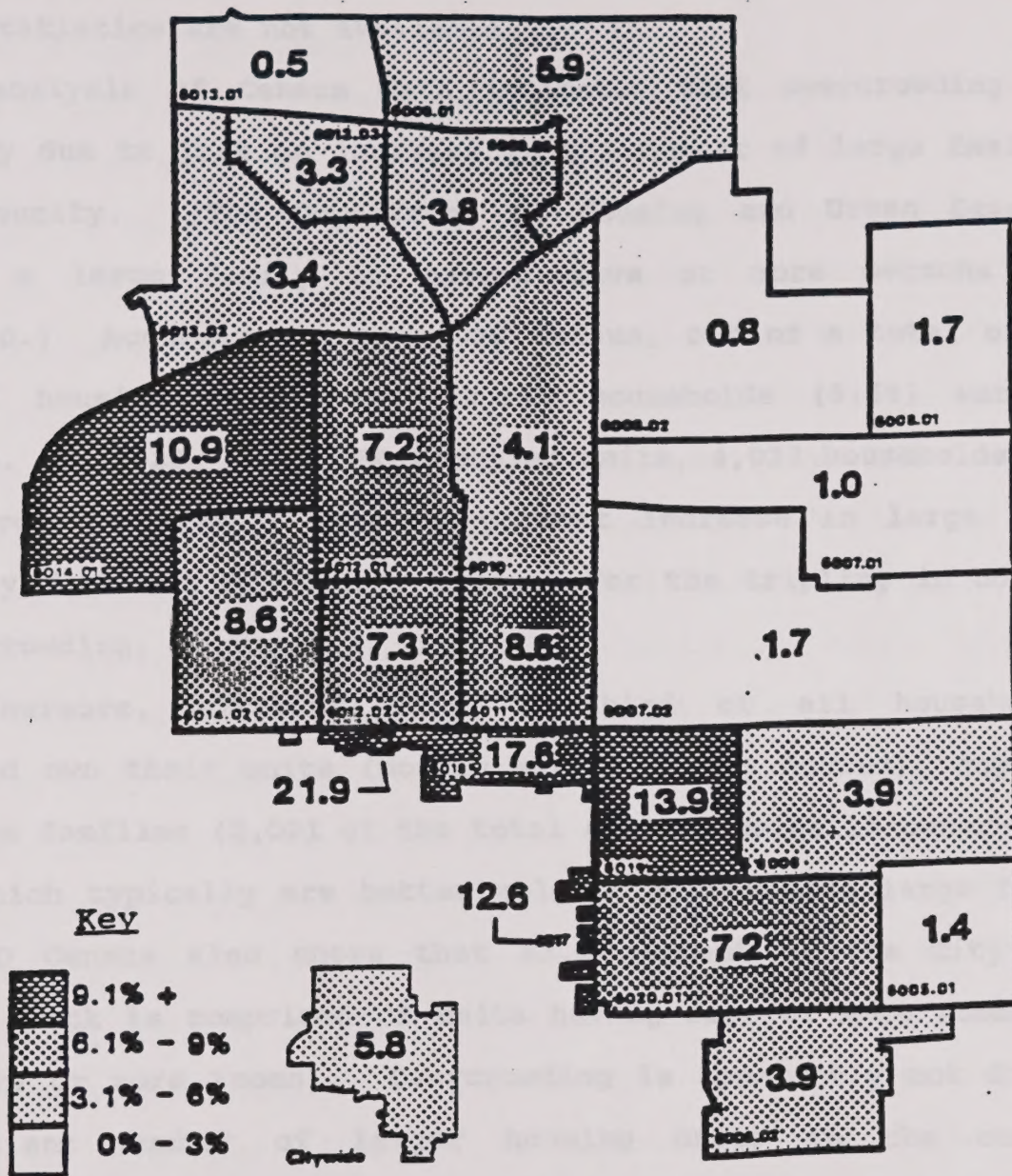
**Occupied Units**

|              | <u>1970</u><br><u>(Total)</u> | <u>1980</u><br><u>(Total)</u> | <u>1980</u><br><u>(Owner)</u> | <u>1980</u><br><u>(Renter)</u> |
|--------------|-------------------------------|-------------------------------|-------------------------------|--------------------------------|
| 1.00 or less | 34,690 (94.6%)                | 32,549 (88.6%)                | 11,479                        | 21,070                         |
| 1.01 to 1.50 | 1,380 (3.8%)                  | 2,058 (5.6%)                  | 585                           | 1,473                          |
| 1.51 or more | 616 (1.7%)                    | 2,143 (5.8%)                  | 434                           | 1,709                          |





# PERCENT OF OVERCROWDED UNITS BY CENSUS TRACT



Conditions of overcrowding more than tripled during this decade and overcrowding was occurring in nearly six percent of the City's units in 1980. This map shows most overcrowding in the southwestern areas of the City. There is an apparent correlation between the census tracts having the highest population of Hispanic residents (who have the highest populations per household) and the census tracts with the highest percentages of overcrowded units. Since the Hispanic population has increased substantially since 1980, the incidence of





overcrowding has probably had a corresponding increase, although more recent statistics are not available.

An analysis of Census data indicates that overcrowding is not primarily due to just an increase in the number of large families in the community. (The Department of Housing and Urban Development defines a large family as having five or more persons in the household.) According to the 1970 Census, out of a total of 36,686 occupied housing units, only 3,147 households (8.6%) were large families. By 1980, of 36,750 occupied units, 4,037 households (11.0%) were large families. This 28 percent increase in large families obviously does not singularly account for the tripling in conditions of overcrowding.

Furthermore, although only one-third of all households in Inglewood own their units (mostly single family houses), one-half of the large families (2,021 of the total 4,037) reside in owner-occupied units which typically are better able to accommodate large families. The 1980 Census also shows that 63.4 percent of the City's total housing stock is comprised of units having four or more rooms (37.1% have five or more rooms). Overcrowding is apparently not due to an insufficient number of larger housing units in the community. Instead, it must be occurring in smaller units due to the economic limitations of some families to afford housing units of sufficient size that are available.

Currently, the City of Inglewood is studying the increasing effects of overcrowding. A Task Force has been formed to analyze overcrowding and will recommend methods with which to combat it.





## SPECIAL HOUSING NEEDS

### Facilities for the Handicapped

Handicapped persons constitute a small population that have a very serious housing need for units specifically designed to accommodate their special requirements. In terms of housing, this primarily pertains to those persons who have a physical mobility handicap (i.e. persons who have difficulty walking or climbing stairs or persons who are significantly or exclusively confined to wheelchairs). The most recent data available, the 1980 Census, shows that there were 4,886 Inglewood residents who had a work disability, of which 2,433 were physically prevented from working. Such disabilities can include blindness, severely impaired vision, deafness, heart conditions, injured backs, etc., in addition to wheelchair-confining conditions. The Census also showed 2,514 persons who were limited to using public transportation due to a disability. Again, blindness or severely-impaired vision can constitute a significant portion of this number. Unfortunately, there is no specific data on the number of persons in Inglewood who have a physical mobility handicap. However, according to the Los Angeles Mayor's Office for the Disabled, as much as five percent of the population is considered to have some mobility handicap. In Inglewood, this could mean as many as five thousand persons. A further breakdown of those who merely have difficulty climbing stairs compared to those confined to wheelchairs is not available.

It is estimated that less than one-half of vacant rental units are accessible to all mobility-impaired persons, with certainly a significantly smaller number accessible to persons confined to





wheelchairs, particularly in terms of having doorway and bathroom clearances necessary for wheelchairs.

In June 1983, the City of Inglewood adopted the 1979 Uniform Building Code which set forth requirements for providing housing units designed to accommodate wheelchairs. Those standards were only applicable to new housing developments having more than twenty units. Because most developments in Inglewood were smaller than twenty units, only two such handicapped-accessible units were constructed utilizing these requirements. In 1986, new State regulations, which superseded the Building Code standards, required that all new apartment units readily accessible from street level be developed as handicapped-accessible units, if the building has more than four units. However, because of a limit on the cost per unit that an apartment developer is required to spend on building such units, and due to the small number of units built at street level, only five additional units designed for wheelchair access are known to have been built in Inglewood. New State legislation is pending that could remove these limitations and require a percentage of all new units to be designed as handicapped-accessible.

#### Facilities for the Elderly

The elderly will constitute an ever increasing proportion of this nation's population in future years according to demographers, although at present such increase does not appear to be occurring in Inglewood, as noted on page 11. In 1980, 4,862 households (13% of the City's total) were headed by persons 65 years of age or older; a little more than half of these (2,616 families) were renters. Most elderly persons are quite capable of living independently or with





members of their families. However, there is a segment of the elderly population who, for economic or health reasons, have a need to reside in facilities specifically designed to accommodate them. These facilities, referred to as senior citizen housing, are typically security complexes with communal recreational facilities and possibly communal dining facilities. Each unit is designed to accommodate one or two persons with one bedroom, one bathroom and a living/dining area with a mini-kitchen. There are presently four senior citizen complexes in Inglewood containing a total of 502 units. These facilities were constructed using Section 8 New Construction Program funds from HUD. An additional 200 unit senior citizen complex is planned to be built within the next five years with funding assistance from the Inglewood Redevelopment Agency.

All senior citizen housing is privately owned and maintained, but most of the tenants receive rental assistance through the Section 8 Rental Assistance Program described later in this element.

There are also eight smaller private nursing, convalescent or retirement homes in Inglewood capable of housing approximately 630 residents. These facilities do not receive any housing subsidies from the City, but most residents are assisted by medical insurance payments.

### Facilities for the Homeless

The only meaningful way to determine the number of homeless persons in a community is to survey and count persons sleeping in relief missions, parked cars, parks, doorways and alleys, and on bus benches and sidewalks. However in Inglewood, this does not generate any results. The lack of a homeless relief mission in the City of





Inglewood apparently influences some homeless people to seek refuge in nearby communities that have shelters and/or missions.

Although countable numbers of people are not seen sleeping on the streets of Inglewood, there are still cases of destitute individuals and families in need of food, temporary shelter and counseling assistance, as reported by local assistance agencies. The City of Inglewood has obtained \$40,000 in funds from the federal Department of Housing and Urban Development to fund an Emergency Shelter Grants Program. The funds are being distributed to existing nonprofit agencies and facilities that serve Inglewood and surrounding areas. A full description of all facilities, organizations and programs available in and near Inglewood for homeless and destitute persons would be excessively long for inclusion in this Housing Element. A separate document, the Comprehensive Homeless Assistance Plan (CHAP) of the City of Inglewood, was adopted in February 1989 and fully describes all local facilities, organizations and programs for providing emergency shelter, transitional housing, food assistance, substance abuse treatment programs and medical and mental health assistance programs. However, the following list summarizes shelter assistance specifically available to Inglewood area persons:

1. Bridge Back Foundation, 11713 Simms Avenue, Inglewood, is a six-bed shelter for men that provides counseling and referral assistance while the residents return to self-sufficiency.
2. Red Cross, 610 North Eucalyptus Avenue, Inglewood, assists individuals and families by providing emergency vouchers and rental subsidies. This Red Cross office has assisted approximately 200 persons with rental subsidies during the last





two years. These are often persons who are not homeless but are in danger of becoming homeless without such assistance.

3. Excelsior House, 923 South Grevillea Avenue, Inglewood, provides maximum fourteen day shelter and counseling for six homeless adults in need of psychiatric treatment.
4. First United Methodist Church of Inglewood, 304 East Spruce Avenue, Inglewood, provides vouchers for persons and families in need of emergency shelter to stay in local motels for one or two nights while seeking more permanent assistance from other referral agencies.
5. Southern California Veterans Services Council, 525 North Market Street, Inglewood, assists homeless and destitute persons to gain assistance from other referral agencies, provides job training, offers motel vouchers for stays of under two weeks, and distributes food.

It should be noted that contractors for the Los Angeles County Cold Weather Homeless Shelter Program will provide medical, psychiatric, and behavioral services such as screening, short term treatment and referral at the Inglewood Armory during inclement weather.

While no permanent housing facilities for the homeless have yet been developed in this community, the City of Inglewood is available to assist nonprofit organizations with funding to establish and operate such facilities. If the facilities are intended to house six or fewer homeless individuals, they may be located within all residential zones. Facilities exceeding that number of residents could be located in any of the higher density zones (R-3, R-4, R-M and





P-1) if approved by the Inglewood Planning Commission through the issuance of a Special Use Permit. These provisions pertain to all group housing facilities.

#### Facilities for Migrant Farmworkers

Inglewood is a fully developed, urbanized community in the midst of a major metropolitan area; the nearest agricultural lands are at least fifty miles distant. Therefore, it is assumed that the 597 individuals identified in the 1980 Census as being employed in farming, forestry or fishing are not migrant farmworkers. More likely, they are involved with the wholesale marketing or handling of farm produce or forestry products or are employed in pleasure fishing or commercial fishing enterprises in the local harbors and marinas. There is no other evidence of a need to provide housing facilities for migrant farmworkers in Inglewood.

#### IMPACTS UPON CONSTRUCTION

There are certain regulations and constraints that affect and may even limit the construction of new housing units or the rehabilitation of existing units.

#### Land Availability

Inglewood is a fully subdivided city virtually lacking any vacant land to accommodate new subdivisions, nor is there any abutting vacant land that the City could annex. All new residential development will occur on the sixteen vacant lots scattered throughout existing residential neighborhoods or on underutilized residential properties. This latter situation will offer the greatest potential for new units and will usually occur in the City's higher density





zoned areas where, typically, an old single residence will be replaced with a multiple-unit apartment or condominium structure or complex. The table on page 53 denotes the quantity and location of under-utilized residential properties in the City.

### Zoning Regulations

The zoning standards in Inglewood are intended to regulate the quality of housing and to assure a balanced diversity of housing types. Inglewood's zoning standards generally are not considered to be restrictive. The maximum density permitted in the City's most common multiple-unit zone (R-3) is often not fully utilized by developers. The City's lowest density zone requires only five thousand square feet of lot area per dwelling unit. Building setbacks are comparable to the requirements of neighboring communities. The provision of on-site parking occasionally restricts the scale of new development; however, the increase from one-space-per-unit before 1962, to one-and-one-half spaces before 1977, to the current requirement for two-spaces-per-unit plus guest spaces evolved as a result of specific needs in this city. The large degree of multiple car ownership per each household has overtaxed the parking capacity of city streets and previously provided on-site parking spaces. New construction and substantial additions to existing residential buildings necessitate the provision of adequate on-site parking.

The zoning classifications of land in Inglewood do not preclude developers from constructing additional housing units. Unlike many cities which are predominantly zoned for single family dwellings and thereby exclude multiple-unit structures, Inglewood's R-1 (single-family) zoned properties constitute only about 43 percent of all





residentially zoned land (about 1,100 acres). The remaining 57 percent will permit two or more dwelling units per lot (totalling about 1,450 acres), and the great majority of these properties have not yet been fully utilized to provide additional housing units. Refer to page 53 and 57 which shows the availability of underutilized parcels.

### Building Code

Inglewood conforms to the standards of the Uniform Building Code. This Code is utilized throughout the State of California and therefore the enforcement of its regulations do not create any unique restraints on construction or rehabilitation in Inglewood.

### Seismic Safety

The Uniform Building Code provides regulations for designing buildings to withstand maximum probable earthquakes. Additionally, Inglewood is located astride the Newport-Inglewood Fault which requires most construction to comply with additional seismic design criteria in accordance with the Alquist-Priolo Special Studies Zones Act. The Inglewood Building Division estimates that this additional structural strengthening for residential buildings results in increased construction costs of less than five percent (single family houses and additions not exceeding a fifty-percent increase in value are exempted from these provisions).

### Utilities

Inglewood is a fully developed city in terms of the availability of utilities and related services. All areas of this city have immediate access to water, sewer, gas and electricity services. All





streets in the city are paved and improved with curbs and gutters. The condition of the City's existing infrastructure does not constitute a constraint on the construction of new housing in Inglewood.

As this document is being prepared, the City of Los Angeles has imposed a moratorium on any new major hook-ups to its currently overtaxed sewer system. All or portions of sixty city blocks in northeast Inglewood utilize the Los Angeles sewer system. However, this part of the city is almost exclusively comprised of and zoned for single family residences. As a result, no new residential development is anticipated for this area and, therefore, the sewer moratorium does not constitute a constraint on new residential construction in the areas of Inglewood where new development will be occurring.

#### Energy Conservation

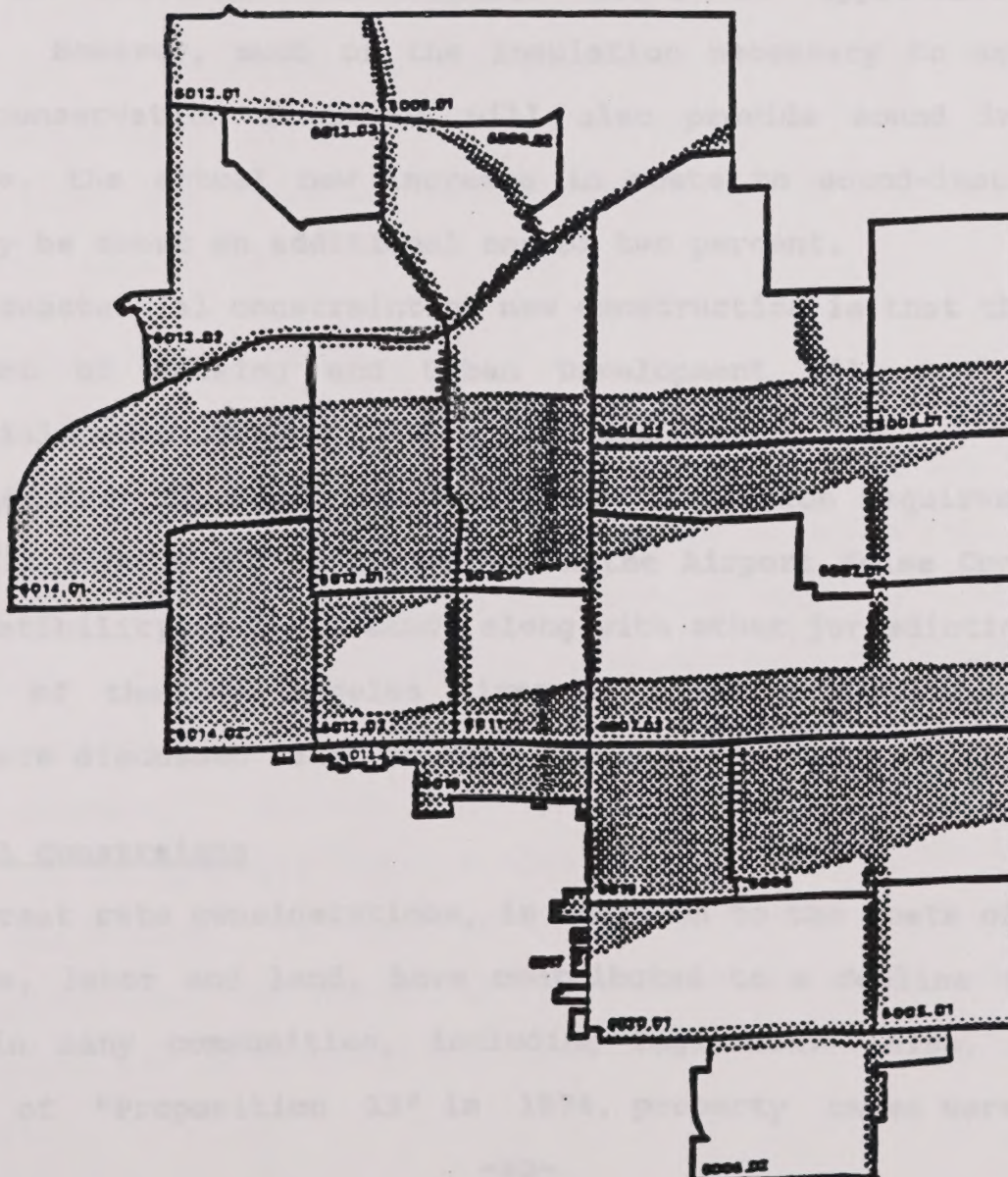
The State of California Energy Regulations (Title 24) mandate certain building and insulation requirements for new residential construction, including single family houses. These regulations are also applicable to additions to existing residences. There are alternative methods for builders to satisfy these regulations; therefore, the additional costs imposed upon new construction can vary greatly. (The City additionally often requires that remodeled residences or condominium conversions be provided with attic insulation; these costs are relatively minor.) In most cases, the additional costs of conforming to these regulations are compensated within one or two decades by decreased utility bills and, as energy costs continue to rise, this period of time may be substantially shortened. The facts that energy conservation measures eventually pay





## Noise

### NOISE IMPACTED AREAS (EXCEEDING 65 CNEL)







impacted by overhead jet aircraft noise. Areas that equal or exceed a Community Noise Equivalent Level (CNEL) of 65 decibels are deemed by the City of Inglewood to be noise impacted. This also includes certain areas impacted by street traffic noise. Title 24 of the California Administrative Code requires that all new residential construction (except single family residences) located in such noise impacted areas must be sound-insulated so as to reduce the interior CNEL to 45 decibels. The Inglewood Building Division estimates that the additional materials to sound-insulate new residential structures result in increased construction costs of approximately five percent. However, much of the insulation necessary to satisfy the energy conservation standards will also provide sound insulation. Therefore, the actual new increase in costs to sound-insulate will typically be about an additional one or two percent.

One substantial constraint on new construction is that the federal Department of Housing and Urban Development will not fund new residential construction in noise impacted areas.

In addition to complying with State insulation requirements, the City of Inglewood has participated in the Airport Noise Control Land Use Compatibility (ANCLUC) study along with other jurisdictions in the vicinity of the Los Angeles Airport. This study and subsequent program are discussed later in this element.

### Financial Constraints

Interest rate considerations, in addition to the costs of building materials, labor and land, have contributed to a decline of housing starts in many communities, including Inglewood. Also, since the passage of "Proposition 13" in 1978, property taxes were lowered





throughout California and thereby greatly reduced the costs of maintaining housing for most property owners. However, these savings are lost when property changes ownership and the taxable assessment of the property is readjusted to match the usually much higher selling price. This situation may discourage the resale of some properties and therefore restrict some investment in real estate necessary for creating new housing units. Resolution of these conditions can only occur at the state or national level.

Presently, interest rates in the Inglewood area are competitive with interest rates in the surrounding communities. Also, the availability of financing in the Inglewood area compares favorably with the surrounding cities. The City of Inglewood is not impacted by interest rates and financing availability any more or less than the surrounding communities.

#### Land and Construction Costs

Residentially-zoned land in Inglewood probably ranges from \$18 per-square-foot to \$25 per-square-foot, depending upon the quality of the neighborhood, the zoning and the degree of noise-impaction from overhead aircraft. The estimated median value would be about \$22 per-square-foot. The cost of land in Inglewood is significant only for comparative purposes since there is virtually no vacant land available for development. Actual development sites are obtained by the acquisition of property that is already improved, typically with one or two old houses. In addition to the increased purchase cost for such improvements, the removal of these existing structures to prepare the site for new development may cost about another \$5,000 for razing each unit.





the fees and review times for obtaining building permits (including any zoning fees) for Inglewood and the three adjacent jurisdictions. The processing time for Los Angeles County is at their Lennox office. School district fees, over which cities have no control, are excluded. Three different types of residential developments are used for these comparisons. In each circumstance, fees in Inglewood exceed those in the adjacent jurisdictions. Although there has been no evidence that Inglewood's fees have been any constraint on residential development, further study may be warranted to determine if these higher fees have had any impact. However, the annual fiscal needs of the City will probably preclude any reduction of fees.

**COSTS AND TIMES TO OBTAIN BUILDING PERMIT  
(Plan approvals and inspection fees)**

|                                              | City of<br>Inglewood  |      | City of<br>Los Angeles | County of<br>Los Angeles | City of<br>Hawthorne |
|----------------------------------------------|-----------------------|------|------------------------|--------------------------|----------------------|
|                                              |                       | *%   |                        |                          |                      |
| \$20,000 addition<br>to existing house       | \$673<br>(4 weeks)    | 3.3% | 260<br>(6 weeks)       | \$267<br>(1 week)        | \$440<br>(1 week)    |
| \$100,000 new house<br>(construction value)  | \$1,957<br>(6 weeks)  | 2.0% | \$1,303<br>(8 weeks)   | \$1,361<br>(3 weeks)     | \$1,480<br>(3 weeks) |
| \$500,000 apartments<br>(construction value) | \$11,287<br>(8 weeks) | 2.2% | \$5,931<br>(8 weeks)   | \$6,226<br>(6 weeks)     | \$5,729<br>(7 weeks) |

\*% = percent of construction cost

**Streamline Review and Permit Process**

There has been discussion in the City of Inglewood to find ways to streamline the permit process. Typically, proposals for new residential developments, additions, or remodeling must be reviewed and then approved by the Planning Division and then the Building and Safety Division. Because each division has its own time framework, the process can be slowed. One step the City is taking to decrease





the permit processing time, for over-the-counter proposals, will be the creation of a common review counter that both divisions will use. Each respective division is also continually updating all development standards and making these standards available to the public. Much of the lag time for permit processing is due to submitted plans that are devoid of many basic requirements that cause plans to be returned to the applicant to be corrected. These corrections should be incorporated with the original plans, thereby reducing the review and approval period.

#### Growth Control Limitations

The development of new residential units is typically regulated by the zoning classification of the development site, the size of the site and the maximum density of units permitted by the zoning classification. As long as a proposed development does not exceed the maximum density, plus complying with other such criteria as setbacks and on-site parking, the development is permitted to occur. However, some cities in California have imposed an additional tier of standards to limit the overall growth of new residential units within their respective jurisdictions. Often these limitations are in the form of an annual quota which, once filled, will prohibit additional new units regardless of their compliance with zoning criteria.

The City of Inglewood does not utilize any such growth control limitations to constrain the development of new dwelling units. In late 1987, a temporary moratorium was imposed on residential development in all multiple-unit zones to permit the study and subsequent adoption of revised residential density standards. However, interim density provisions were provided during the seven





month moratorium so that the development of new housing was still permitted.

Another year-long moratorium was imposed in August, 1989, on residential development in the R-3, P-1 (which allows development in accordance with the R-3 standards) and R-4 zones to allow the study and subsequent adoption of revised residential density standards.

### Down-Zoning Constraints

Since the last Housing Element was adopted in 1985, there have been density changes in the R-2, R-3, P-1, and R-4 zones, as well as the creation of a new zone R-2A. All changes have "down-zoned" the subject properties. There has been a trend toward decreasing the number of units that could be constructed upon these multiple-unit lots (see page 48 for changes). The trade-off is that the City will receive more quality developments with more floor area and amenities (i.e. balconies, landscaping, recreation areas, etc.) than before.





## DENSITY CHANGES

| <u>Zoning Designation</u>                                                                                                                      | <u>1985 Density</u>                                                                                                           | <u>Density Changes Since 1985</u>                                                                                                                                                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| R-2                                                                                                                                            | One unit per 2,500 sq. ft. of lot area up to two units. Then one unit per 2,000 sq. ft. of lot area for each subsequent unit. | One unit per 2,500 sq. ft. of lot area up to two units. Then one unit per 3,000 sq. ft. of lot area for each subsequent unit.                                                                             |
| R-3/P-1                                                                                                                                        | One unit per 1,000 sq. ft. of lot area.                                                                                       | One unit per 1,400 sq. ft. of lot area for lots under 12,000 sq. ft. or less than 80 ft. in width. One unit per 1,100 sq. ft. of lot area for lots 12,000 sq. ft. or larger and 80 ft. in width or wider. |
| * R-4                                                                                                                                          | Number of units were determined by a floor-area-to-lot-area-ratio.                                                            | One unit per 1,250 sq. ft. of lot area for lots under 12,000 sq. ft. or less than 80 ft. in width. One unit per 800 sq. ft. of lot area for lots 12,000 sq. ft. or larger and 80 ft. in width or wider.   |
| R-2A                                                                                                                                           | This zoning designation did not exist. All R-2 zoned lots in northeast Inglewood were rezoned to R-2A.                        | One unit per 2,500 sq. ft. of lot area up to two units. Then one unit per 4,000 sq. ft. of lot area for each subsequent unit.                                                                             |
| * Predominantly all R-4 development in the 1980's was developed to the R-3 standards because it was deemed less complicated by the developers. |                                                                                                                               |                                                                                                                                                                                                           |





### Miscellaneous Zoning Constraints

There are other zoning-related constraints that somewhat hinder the development of additional housing units. In 1987, the City adopted an ordinance that required guest parking be provided for residential developments of six or more units. The provision stipulated that one guest parking space be provided for every three residential units. This change has reduced the number of units that could be built on a particular lot.

The impact of guest parking spaces on affordable housing can be mitigated several ways. One is the use of the Planned Assembly Development (PAD) guidelines which can be utilized to reduce the parking requirements (see the following section for an explanation of the PAD concept). Also, federally funded senior citizen units can be developed with a reduction in the parking requirements. Additionally, residential units developed in Redevelopment Agency project areas can have a reduction in the required number of parking spaces through Disposition and Development Agreements (DDA's). All of these mitigation policies have been used in the past and will continue to be considered on a project-by-project basis.

Another constraint that has a smaller impact on the number of units in the City, but has an impact nonetheless, is the nonconforming section of the Inglewood Municipal Code. For the commercial (excluding a special provision for the C-1 zone and Planned Assembly Development considerations) and manufacturing zones with existing residential structures the Code prohibits new residential structures to be placed on the same lot when the existing structure is destroyed beyond fifty percent of its reasonable replacement value or is removed altogether.





### Constraints Not A Hinderance To Future Residential Development

Notwithstanding the aforementioned constraints the City of Inglewood has mechanisms available that can foster residential development. One such mechanism is a Planned Assembly Development (PAD). Sites with a minimum lot area of 25,000 square feet could be developed under the PAD guidelines. The PAD guidelines encourage and provide for creative approaches though the assembly of land into larger parcels. The PAD guidelines allow for a maximum density bonus of 50% as long as additional open space and amenities are provided.

Another mechanism to spur residential development is the C-1 (Limited Commercial) zone residential standards. The C-1 zone allows residential units to be developed at a density of one unit per 800 square feet of lot area. Residential uses in the C-1 zone are permitted in structures that are four stories or higher. Additionally, as shown on page 48, there is a density increase available to developers who consolidate smaller lots into larger ones. For lots of 12,000 square feet or more the density in the R-3 zone is one unit per 1,100 square feet of lot area. In the R-4 zone the density is one unit per 800 square feet of lot area.

For residential development to occur under the PAD guidelines and in the C-1 zone, rezoning would not be required (The PAD process supersedes zoning designations). The City strongly feels that these mechanisms provide the opportunity to have adequate sites utilized in the future for residential projects (For potential future housing development see page 52). Since 1985 the PAD process has been utilized to develop 470 units at 3600 West Manchester Boulevard (Carlton Square) and 176 units at 400 East Spruce Avenue.

Because of the existence of the PAD process and the density





standards for the C-1 zone, the City does not consider recent downzonings a hinderance to providing decent and affordable housing to its residents.

#### REGIONAL HOUSING NEEDS ASSESSMENT

Every five years, the Southern California Association of Governments (SCAG) produces the Regional Housing Needs Assessment (RHNA) for most of Southern California. The purpose of the RHNA, which was previously known as the Regional Housing Allocation Model, is to evaluate current housing data and to forecast future housing needs for all the municipal and county jurisdictions in this area. The intent of the model is to balance the distribution of various income-level households among the jurisdictions and specifically to avoid the impaction of certain communities with a disproportionately large share of low income households.

To accomplish this balanced distribution, the RHNA determines the "fair share" allocation required of each jurisdiction; that is the number of housing units for each household income level that should be provided in each jurisdiction to meet both current needs and projected 1994 needs. Curiously, the current needs for 1989 were generated by extrapolating the 1983 numbers by a factor based on total household growth in each jurisdiction. Local actions during the intervening years that may have alleviated or aggravated housing needs were not considered in determining the resulting needs numbers.

The 1989 RHNA has determined that Inglewood currently needs to provide 9,946 affordable units for low and very low income households. (These are households whose incomes are under eighty percent of the county median income and whose housing costs exceed thirty percent of their gross incomes.) As may be seen in the following table, the





greatest current need for affordable housing is for renters (8,751 units of the total 9,946 units). The RHNA has also determined a future need of 1,519 new units by 1994, of which 480 units would be for low and very low income households in order to satisfy this City's share of regional housing needs. This would constitute almost a quadrupling of future needs units during this five year period, even though Inglewood's population is growing only about one percent annually. As described in the next section, the City anticipates approximately 1,585 new units to be built for all income levels within the next five years. Conversely, the City expects to lose 559 units, ending the five year period with a net gain of 1,026 units. The City of Inglewood will continue to utilize all programs available to satisfy the RHNA numbers. Since our anticipated new unit construction will barely meet the future needs for moderate and upper income households, Inglewood will rely on its many programs described in the Housing Policies and Programs section of this element to subsidize rental costs, to conserve affordable housing stock and to provide affordable replacement units as the primary means to attain the RHNA numbers. For example, the Section 8 Rental Assistance Program alone assures the provision of nearly 1,300 affordable rental units and, if federal funding were increased, this program could be readily expanded to meet a large part of both current and future housing needs.





## Regional Housing Needs Assessment

### **Distribution of Current and Future Units in Inglewood:**

#### **Current Housing Needs**

|                            | <u>Needed Units</u> |              |
|----------------------------|---------------------|--------------|
|                            | 1983 RHAM           | 1989 RHNA    |
| Owners, very low income    | 726                 | 732          |
| Owners, low income         | 459                 | 463          |
| Renters, very low income   | 5,691               | 5,737        |
| Renters, low income        | 2,990               | 3,014        |
| <b>Total Current Units</b> | <b>9,866</b>        | <b>9,946</b> |

#### **Future Housing Needs (Adjusted to Avoid Impaction)**

#### Needed Units

|                                 | 1983 RHAM*       | 1989 RHNA        |
|---------------------------------|------------------|------------------|
| All households, very low income | 84               | 202              |
| All households, low income      | 115              | 278              |
| All households, moderate income | 88               | 387              |
| All households, upper income    | 149              | 652              |
| <b>Total Future Units</b>       | <b>436</b>       | <b>1,519</b>     |
|                                 | <b>(by 1989)</b> | <b>(by 1994)</b> |

\*Adjusted to be applicable to July 1989





## POTENTIAL FUTURE HOUSING DEVELOPMENT

### New Sites

Although there are very few vacant parcels zoned for residential development in the City of Inglewood (see the following table), there are some sites that could accommodate residential development. None of the following sites described in this section would have to be rezoned. One such site is located at 234 West Hyde Park Boulevard in the northwest portion of the City. This site has an approximate size of 196,727 square feet. It is directly adjacent to multiple-family residential uses to the north and single-family residential uses to the south. If developed under the maximum density allowed by the Land Use Element of the General Plan the site could house 194 units. If developed under the Planned Assembly Development (PAD) guidelines the site could hold a maximum of 291 residential units. There is another site located in the northwest part of the City at 1575 Centinela Avenue, that has approximately 57,105 square feet and is directly north of multiple-family residential uses. Developed to the maximum allowed density (including a PAD), this site could hold 85 housing units. This site is presently an abandoned lumber yard.

The Redevelopment Agency has had interaction and discussions with potential developers to build housing units at six locations in the City in the past year. They are as follows:

- A 40-unit development by the Crippled Children's Society on Grevillea Avenue near the City's central business district zoned C-1.
- A 30-unit senior citizen development at Centinela Avenue and Stepney Street.





# DEVELOPMENT SITES AND FUTURE DEVELOPMENT

| CENSUS<br>TRACT NO. | TOTAL<br>RESI-<br>DENTIAL<br>PARCELS | EST. UNDER-<br>UTIL. RESI-<br>DENTIAL<br>PARCELS | (%) | VACANT<br>RESI-<br>DENTIAL<br>PARCELS | EXISTING<br>UNITS ON<br>1/1989 | EST. NEW<br>UNITS IN<br>5 YEARS | EST. UNITS<br>REMOVED IN<br>5 YEARS | NET<br>CHG<br>1994 |
|---------------------|--------------------------------------|--------------------------------------------------|-----|---------------------------------------|--------------------------------|---------------------------------|-------------------------------------|--------------------|
| 05.01               | 696                                  | 0                                                | 0%  | 0                                     | 947                            | 0                               | 0                                   | 0                  |
| 05.02               | 493                                  | 14                                               | 3%  | 0                                     | 766                            | 0                               | 0                                   | 0                  |
| 06.                 | 794                                  | 47                                               | 6%  | 1                                     | 2,110                          | 30                              | 0                                   | +30                |
| 07.01               | 754                                  | 26                                               | 3%  | 0                                     | 2,269                          | 0                               | 0                                   | 0                  |
| 07.02               | 798                                  | 5                                                | 1%  | 0                                     | 1,087                          | 833                             | 0                                   | +833               |
| 08.01               | 1,099                                | 21                                               | 2%  | 0                                     | 1,293                          | 0                               | 0                                   | 0                  |
| 08.02               | 614                                  | 22                                               | 4%  | 0                                     | 1,197                          | 108                             | 0                                   | +108               |
| 09.01               | 1,578                                | 583*                                             | 37% | 3                                     | 2,643                          | 15                              | 0                                   | +15                |
| 09.02               | 500                                  | 139                                              | 28% | 4                                     | 2,303                          | 80                              | 8                                   | +72                |
| 10.                 | 714                                  | 102                                              | 14% | 0                                     | 3,129                          | 200                             | 10                                  | +190               |
| 11.                 | 282                                  | 38                                               | 13% | 0                                     | 2,071                          | 20                              | 4                                   | +16                |
| 12.01               | 690                                  | 128                                              | 19% | 1                                     | 3,087                          | 120                             | 8                                   | +112               |
| 12.02               | 704                                  | 62                                               | 9%  | 0                                     | 1,063                          | 0                               | 0                                   | 0                  |
| 13.01               | 581                                  | 13                                               | 2%  | 0                                     | 809                            | 0                               | 0                                   | 0                  |
| 13.02               | 378                                  | 65                                               | 17% | 0                                     | 2,783                          | 80                              | 6                                   | +74                |
| 13.03               | 251                                  | 68                                               | 27% | 0                                     | 2,054                          | 50                              | 6                                   | +44                |
| 14.01               | 477                                  | 92                                               | 19% | 0                                     | 2,148                          | 20                              | 281**                               | -261               |
| 14.02               | 807                                  | 83                                               | 10% | 2                                     | 1,313                          | 5                               | 5                                   | 0                  |
| 15.                 | 20                                   | 6                                                | 30% | 0                                     | 42                             | 0                               | 5                                   | -5                 |
| 17.                 | 6                                    | 2                                                | 33% | 0                                     | 68                             | 0                               | 15                                  | -15                |
| 18.                 | 277                                  | 71                                               | 26% | 0                                     | 754                            | 2                               | 8                                   | -6                 |
| 19.                 | 393                                  | 48                                               | 12% | 2                                     | 1,861                          | 5                               | 200**                               | -195               |
| 20.01               | 1,285                                | 308*                                             | 24% | 3                                     | 2,340                          | 17                              | 3                                   | +14                |
| 30.02               | 101                                  | 0                                                | 0%  | 0                                     | 101                            | 0                               | 0                                   | 0                  |
| TOTAL               | 14,292                               | 1,943                                            | 14% | 16                                    | 38,238                         | 1,585                           | 559                                 | +1026              |

\* Predominantly R-2 zone lots that can only accommodate a second unit.

\*\* Removal of units due to redevelopment activity.





- A PAD on 90th Street, adjacent to the Great Western Forum and Hollywood Park racetrack, that has had proposals ranging from 200 units to as many as 833 units.
- A 30-unit development at 104th Street and Crenshaw Boulevard.
- A 2-unit development on West 111th Street.
- A 95-unit development at 3443 West Manchester Boulevard.

The City has also conducted studies in the downtown area and along a five-block stretch of West Boulevard (located in northeast Inglewood) to determine the feasibility of encouraging housing in these two areas. The downtown area has a potential to provide a maximum of 2,052 units. Presently, there are 129 existing units in downtown Inglewood. Although it is unlikely that the City will experience the development of over 1,900 housing units in the downtown area, there is the probability that the City will see some housing growth in this area in the coming years. West Boulevard has 32 R-3 zoned (Multiple-Family Residential) parcels along the aforementioned five-block stretch. However, the majority of the parcels are developed with old storefront commercial uses. If each parcel was developed to its maximum allowed density there could be 127 new units. If a PAD proposal was approved to use all 32 parcels (spread over 196,915 square feet), 291 units could be constructed.

Although the City has moved toward downzoning in the past few years, there are still sites and mechanisms available to provide housing in this City.

#### Land Inventory and Underutilized Parcels

There are approximately 8,114 parcels in the City of Inglewood zoned for limited multiple-family residential (R-2 and R-2A) develop-





ment and multiple-family residential (R-3, P-1, R-4 and R-M) development. Of these parcels, 5,339 (66%) (see page 57) are underutilized, whereby a parcel can accommodate at least one additional unit according to its zoning designation and land area. Fifty-one percent (2,707) of the underutilized parcels are zoned R-2 and R-2A and could potentially accommodate an additional average of 1.1 unit per parcel. The remaining underutilized parcels (2,632/49%) are located in the R-3, P-1, R-4, and R-M zones, and could potentially accommodate an additional average of 3.0 units per parcel. Of these four zoning designations, the R-4 and R-M zones lead the way with a combined potential additional unit average of 3.9 per parcel.

An analysis of the aforementioned parcel data reveals that there is a greater likelihood that any new multi-unit residential development will generally occur in the R-3, P-1, R-4 and R-M zones. The lot sizes and the more restrictive density standards of the R-2 and R-2A zones will generally preclude much development occurring in those zones. Also, the vast majority of parcels in the R-2 and R-2A zones are developed with one or two residential units, making those areas predominantly single-family neighborhoods and very-low density neighborhoods whose existing residential character is unlikely to be altered significantly.

Determining the number of underutilized properties that will be further developed is difficult to project. Using all parcels of land that have not been developed with the maximum number of housing units permitted by the zoning density would constitute an exaggerated number of potential housing units that could be built. Therefore, for evaluative purposes for this housing element, parcels of land that do





not contain more than thirty percent of the number of residential units permitted by the zoning density are considered to be sufficiently underutilized to constitute potential sites for future development. While this is an arbitrarily selected percentage, it is a realistic "average" standard based on past development practices in this City.

Using this standard, nearly two thousand residentially zoned parcels of land are estimated to be sufficiently underutilized (see page 53). This is about fourteen percent of all residential parcels (as compared to 0.1 percent for vacant parcels).

The table also shows an estimated number of housing units to be built and to be eliminated in the next five years. The number of new units is based upon a combination of factors including existing or anticipated City and redevelopment programs. Anticipated private development is based on the trend of past development, zoning, and such other factors as noise impaction and crime.

The majority of units to be removed will result from redevelopment activity. While approximately 1,585 new units are anticipated in the next five years, about 559 units are expected to be removed in the same time period. This will result in a net increase of about 1,026 housing units. Inglewood is in the unusual situation of addressing the community's housing needs by eliminating areas of existing housing that are so severely impacted by overhead aircraft noise that they cannot be maintained as safe and decent housing. Most of these units are being removed through the redevelopment programs.





## Underutilized Residential Parcels

| <u>Zone</u>  | <u>No. of Under-Utilized Parcels</u> | <u>Potential Additional Units</u> | <u>Potential Average Additional Units Per Parcel</u> |
|--------------|--------------------------------------|-----------------------------------|------------------------------------------------------|
| R-2          | 1,622                                | 1,921                             | 1.2                                                  |
| R-2A         | 1,085                                | 1,140                             | 1.1                                                  |
| R-3/P-1      | 2,388                                | 6,900                             | 2.9                                                  |
| R-4          | 158                                  | 636                               | 4.0                                                  |
| R-M          | 86                                   | 315                               | 3.7                                                  |
| <u>Total</u> | <u>5,339</u>                         | <u>10,912</u>                     | <u>2.0</u>                                           |





## HOUSING GOAL AND OBJECTIVES

Inglewood's primary housing goal is to provide all its residents with decent and affordable housing within a quality environment. This goal may be refined into several specific objectives used to establish or implement actual policies and programs. These specific objectives are to:

1. Promote the maintenance, rehabilitation and modernization of the City's existing housing stock.
2. Promote the beautification and security of neighborhoods through public awareness, community involvement and financial assistance.
3. Meet the increasing demand for affordable housing for low and moderate income persons.
4. Ensure that housing adequately address the special needs of the handicapped, the elderly, and the homeless.
5. Relieve the conditions that result in overcrowded housing units.
6. Provide protection and/or assistance to those persons faced with displacement or discrimination.
7. Reduce the impact of aircraft noise in those residential areas adversely affected by such noise.
8. Create and amend zoning standards to stimulate new residential development.
9. Create sites for housing and assist residential development through actions by the Redevelopment Agency and the Housing Authority.





HOUSING POLICIES AND PROGRAMS

The policies and programs of the City of Inglewood are intended to directly address the community's housing needs by seeking to preserve existing decent housing within the City, while upgrading that housing which is in need of repair, and encouraging the development of new housing to meet growing demand. During past decades, the City has developed a comprehensive funding package composed of federal, state and local monies that has enabled the City to address both its current and future housing needs.

The following section lists the City's specific objectives along with the appropriate housing programs that are utilized to attain the general goal of providing decent and affordable housing for all of its residents.





1. The first objective of the City is to promote the maintenance, rehabilitation and modernization of its existing housing stock. Through public awareness, grants, loans, rebates, and code enforcement, the City believes that the housing stock can be well maintained for future years. The following programs are utilized to achieve this objective:

#### HOME IMPROVEMENT PROGRAM

The Home Improvement Program is designed to provide low interest loans to homeowners by writing down the interest rate obtained at a local lending institution. The program allows repairs of major structural deficiencies, both interior and exterior. It also permits room additions and general improvements to increase the livability of residential units, both single family houses and apartment units.

From its inception in 1976 to March 1989, there have been 403 homeowners assisted by the Home Improvement Program. Program expenditures using federal Community Development Block Grant (CDBG) funds have been approximately \$1,256,000 which have resulted in an estimated total improvement valuation of \$10.7 million. During the next five years, the City expects to spend \$50,000 annually on this program. Based upon a current average subsidy of \$4,500, the City would be able to assist 55 to 60 more homeowners over this five year period. Inglewood anticipates that the total expenditures (\$250,000) over the five years will bring about additional improvements of approximately \$1 million valuation.





## PROPERTY MAINTENANCE PROGRAM

A major purpose of the Property Maintenance Program is to upgrade and maintain the condition of the City's housing stock and to preserve property values in the residential neighborhoods. This program is part of a comprehensive neighborhood preservation effort.

The program is implemented by the City's Code Enforcement Division relying on authority established by municipal ordinance. Under the program, minimum maintenance standards have been established to ensure that every resident of the City has the opportunity to live in a well maintained neighborhood. The City can assist property owners with other programs described in this element to bring their properties up to the established standards.

Two additional components of the Property Maintenance Program are weed and waste abatement and zoning code enforcement. Under the abatement program, property owners are cited if their properties have an excessive amount of weeds and/or debris. If the owners fail to clean these properties, the City will clean these properties at the owners' expense.

Working closely with the Planning Division, the Code Enforcement Division can also cite those property owners who violate Code regulations pertaining to structural conditions and use of properties. Over the past year, the Code Enforcement Division has enlarged its staff to handle the increased responsibility and larger case load. Based on the present service levels and staff size, it is expected that approximately \$800,000 annually will be spent on this program over the next five years.





### HOME MAINTENANCE ASSISTANCE PROGRAM

The purpose of the Home Maintenance Assistance Program is to assist homeowners to correct deficiencies in their homes that violate health and safety standards. Using CDBG funds, this program provides a grant of up to \$2,000 to owner-occupants who are unable to qualify for other loan assistance, and up to \$4,000 for senior citizens and very low income households. While primarily intended for the correction of health and safety violations, other corrective work items (excluding cosmetic and convenience items) may be considered, provided the structure is in substantial compliance with the Uniform Building Code, County and State health codes and the City of Inglewood Property Maintenance Ordinance.

The program is available city-wide to owner-occupants of properties having from one to four dwelling units. To be eligible for participation in the program, an applicant's income may not exceed 80 percent of the community's median income as defined by the federal Department of Housing and Urban Development (HUD).

The City has spent approximately \$200,000 on this program which has helped fifty-two home owners correct health and safety violations found in their homes during the last five years. With a total expenditure of \$250,000 for the next five years, the City anticipates assisting about 125 additional homeowners.

### DEFERRED LOAN PROGRAM

The Home Deferred Loan Program through the Bank of America is primarily designed to provide financial assistance to homeowners who are unable to make monthly payments under the Home Improvement Program but who have an urgent need to correct hazardous deficiencies in their





homes. This program is intended to repair or replace dilapidated roofs, faulty wiring and plumbing, obsolete electrical service and panel boxes, damaged windows, foundation problems, structural termite damage and comparable corrective needs. It also provides for minor interior repairs. Properties must be owner-occupied, single family residences. Loans of up to \$7,500 are available for home maintenance repairs. This program has been very effective in helping homeowners upgrade the conditions of their homes; since the inception of this program in June 1984, 31 homeowners have been assisted. The City has expended approximately \$228,000 of CDBG funds which has resulted in improvements of the same amount. Over the next five years, Inglewood anticipates it will spend \$375,000 which will assist about 62 more homeowners and will result in estimated additional improvements of about \$500,000 valuation.

This program superseded the Home Maintenance Loan Program of Bank of America in 1984.

#### HOME REBATE PROGRAM

The Home Rebate Program provides financial incentives for home rehabilitation to those homeowners who are not eligible to participate in the City's other loan programs. The rebates provide financial assistance to make needed repairs to residential structures having up to four units. The minimum amount of work necessary to qualify for a rebate is \$1,000 and the maximum obtainable rebate is \$2,500. This program offers homeowners rebates of up to 50 percent of the actual work completed.

The Home Rebate Program has assisted 476 homeowners since 1976. During that period of time, the City has expended approximately





647,000 which has resulted in improvements of an estimated \$1.5 million valuation.

Using CDBG funds, Inglewood anticipates it will spend an additional \$75,000 over the next five years, which would result in improvements valued at approximately \$330,000. The City estimates it can assist 30 more homeowners, based upon a projected average (maximum) subsidy of \$2,500.

#### RENTAL REHABILITATION PROGRAM

The Rental Rehabilitation Program is intended to assist owners of rental property to maintain their units in decent condition for low and moderate income tenants. Property owners received assistance on a matching-funds basis to rehabilitate rental units. A minimum of 70 percent of the tenants of these units must be low and moderate income tenants. Since the program's inception in 1984, \$210,000 have been expended on rehabilitating 28 properties containing a total of 142 units. Over the next five years, Inglewood anticipates it will spend \$600,000 which can assist the rehabilitation of 345 more units.

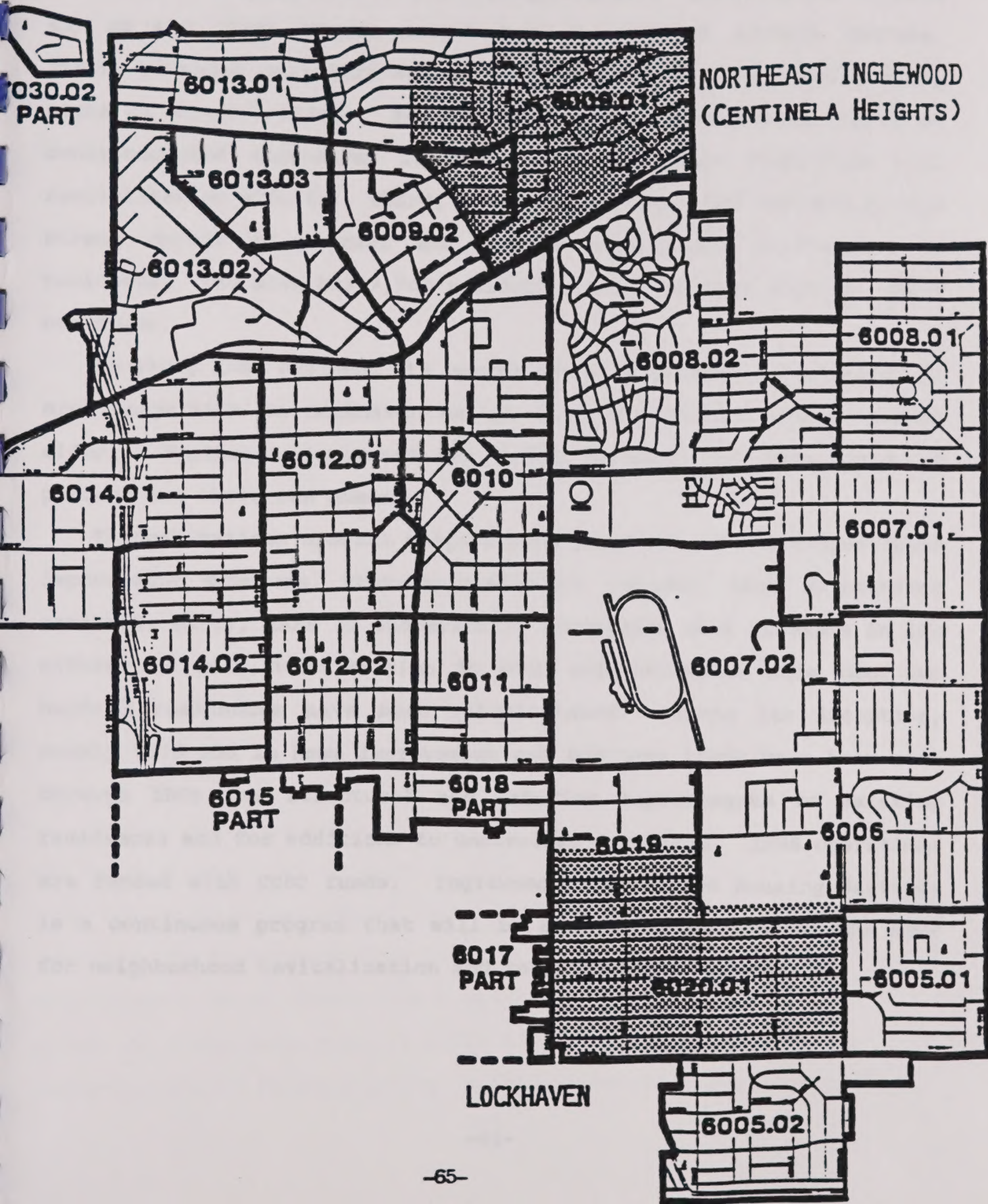
#### INGLEWOOD NEIGHBORHOOD HOUSING SERVICES

Inglewood Neighborhood Housing Service (INHS) is a community based self-help partnership of business leaders, neighborhood residents, and local government officials whose objectives are to stop deterioration and to stimulate private and public reinvestment in a target neighborhood in the City. This three-way partnership is intended to provide a wide range of expertise and perspective to address the problems unique to a target neighborhood.





INGLEWOOD NEIGHBORHOOD HOUSING SERVICES AREAS









In 1978, INHS established the Lockhaven area (refer to map on page 65) as the first target neighborhood because of several factors. First, although basically sound, the housing stock was showing early signs of deterioration. Second, there was a substantial number of owner-occupied structures in the area which would facilitate such revitalization efforts. Third, community interest and leadership were strong enough to attract and sustain significant involvement by residents. The area has 7,700 residents, about half of whom own their own homes.

In 1985, INHS expanded its operations into northeast Inglewood, an area comparable to Lockhaven except that the housing stock is much older. Northeast Inglewood has 5,800 residents of whom about 60 percent own their own homes.

Through various special neighborhood programs and activities (home improvement programs, Most-Improved-Block contest, home maintenance seminars, etc.), INHS is successfully addressing most problems in its efforts to halt deterioration in both neighborhoods; more than two hundred residences have been rehabilitated. Since its inception, nearly \$370,000 in home improvement and mortgage loans have been made through INHS for structural and interior improvements to existing residences and for additions to undersized dwellings. INHS operations are funded with CDBG funds. Inglewood Neighborhood Housing Services is a continuous program that will be active for as long as the need for neighborhood revitalization and rehabilitation exists.





2. The City's second objective is to promote the beautification and security of residential neighborhoods through community involvement, public awareness, and financial assistance. In addition to the previously discussed Inglewood Neighborhood Housing Services program, the following programs are also utilized to achieve this objective:

#### NEIGHBORHOOD WATCH PROGRAM

Community involvement is the key to any successful crime prevention program. The Inglewood Neighborhood Watch Program is aimed at getting people to take simple steps necessary to discourage crime in their neighborhoods. Through this program residents learn how to make their neighborhoods and the City of Inglewood a safer place to live. The Neighborhood Watch program involves:

1. Neighbors becoming acquainted with each other, working together and nurturing an atmosphere of mutual care and concern.
2. Citizens being trained to recognize and report suspicious activity in their neighborhoods.
3. The implementation of various local crime prevention techniques and programs, home and vehicle security information, drug and gang awareness, earthquake preparedness and C.P.R. training.

The Neighborhood Watch Program has been effective in enlisting the active participation of many of the City's residents in cooperation with the Police Department to reduce reported burglaries in this community by 31 percent from 1984 to 1989. Presently, there are 229 Neighborhood Watch Block Clubs operating throughout the City; five years ago there were only 57 block clubs. Over 12,000 residents are currently active in the various Neighborhood Watch support programs,





and senior citizens account for 3,000 participants, a fifty percent increase in five years.

An additional opportunity for the Neighborhood Watch Program in Inglewood is to introduce new arrivals in the United States to their neighbors and to our laws and customs. This is effective in lessening or precluding potential legal or cultural problems from arising in residential neighborhoods.

#### GRAFFITI ABATEMENT/REBATE PROGRAM

The Graffiti Abatement Program provides assistance to owners of both residential and commercial properties that have been defaced by graffiti, typically the work of local street gang members. The program provides vouchers for the purchase of paint to permit the property owner to cover the offending graffiti. In some instances, the City will remove the graffiti, such as when sandblasting is necessary. The program is available city-wide and there are no income limitations. With an annual budget of about \$270,000 from CDBG funds, the program has assisted in the removal of graffiti from both residential and commercial properties in more than 23,000 cases since 1981.

In addition to actually removing graffiti, the Graffiti Abatement Program controls the spread of graffiti through public awareness and education with presentations to schools and various community groups.

#### HOME SECURITY REBATE PROGRAM

Until June 1988, home security rebates were offered to property owners who desired to install and/or upgrade security measures on their property. The purpose of the program was to provide a financial





incentive to property owners of 1-unit to 4-unit residential structures to make their properties more secure and to protect both human life and personal property. The minimum amount of work required to be considered for a rebate was \$300; the maximum rebate was \$800. Such work included installing dead bolts, security doors and windows and/or alarm systems. Participants in this program were eligible for rebates of 50 percent or 75 percent, depending upon the income level of the participant.

The home security rebate program helped 106 residents add to the security of their homes between November 1982 and 1988. During this time, the City expended approximately \$104,000 on this program. However, during its last fiscal year, only \$2,600 was expended apparently due to the program's previous success, having eliminated virtually any further demand for this assistance. At present, there are no plans to reestablish this program.





3. The City's third objective is to meet the increasing demand for affordable housing for low and moderate income persons. Through programs which provide for rent subsidies, new construction and rehabilitation assistance, and the use of modular housing, the increasing demand for affordable housing can be alleviated if not fully satisfied. In addition to the Inglewood Neighborhood Housing Services program discussed previously, the Section 8 Program, Rental Rehabilitation Program, Block Grant Funds and manufactured housing are utilized to achieve this objective:

#### SECTION 8 RENTAL ASSISTANCE PROGRAM

The City of Inglewood began participating in the federally funded Section 8 Rental Assistance Program in 1975. This program is available to persons of low and moderate incomes who are elderly, disabled, or qualify as head of household. The program provides rent subsidies, on behalf of the low and moderate income tenants, to the owners and developers of private rental housing within Inglewood.

The Section 8 program has been very effective in providing affordable housing. From January 1977 through March 1989, the City has assisted a total of 3,638 families through this program (2,338 in existing housing units and 1,300 in new construction units), during which time the City has expended approximately \$38.4 million.

Presently, there are 1,295 housing units (711 certified existing units, 84 vouchers for additional units and 500 units of new construction) available for families who are eligible for Section 8. In March 1989, 93 percent of the units were occupied; the City expects 100 percent occupancy by the end of 1989. Based upon present budget levels, the City is planning for expenditures of approximately \$42 million over the next five years.





During this five year period of time the City anticipates assisting an additional 250 renters with vouchers and certificates that help subsidize their rents. By 1994 the City of Inglewood would be assisting approximately 1,045 households (excluding projected new construction units), thereby preventing a substantial number of units from reverting to market rate rental units.

#### HANDICAP HOUSING PROGRAM

In 1983 the City of Inglewood participated in partnership with a developer to create forty rental units specifically designed for and restricted to low-and-moderate income handicapped persons. Under this program, the Department of Housing and Urban Development guaranteed low interest construction loans to the developers of such housing. Over the next five years the City of Inglewood anticipates a minimum of two developments to be constructed with a total of 70 units.

#### CDBG NEW UNITS

Using Federal Community Development Block Grant (CDBG) funds, the Inglewood Redevelopment Agency has participated in a program to provide lower cost housing for low- and moderate-income families. The Agency acquired and resold property subsidized by \$100,000 of these funds to a developer who constructed eighteen condominium units in 1986. In consideration for the land cost write-down, the developer was restricted by covenant to sell the units only to low-and-moderate income families who, in turn, could qualify for low interest rate mortgage loans through the California Housing Finance Agency.

As CDBG funds are made available in the future, the Redevelopment Agency may participate with residential developers to provide





additional housing units for low-and-moderate income families. At the time of the adoption of this element, only two such units are currently being developed on an abandoned mini-park site in the Lockhaven neighborhood.

#### MANUFACTURED HOUSING

In July 1981, the State of California required that mobile homes, specifically referred to as "manufactured housing", must be accepted in cities as a substitute for detached single family dwellings. The intent of this requirement is to provide a less expensive option for persons wishing to own a detached unit but who cannot afford the costs of a conventionally built house.

In April 1981, the City of Inglewood revised its zoning regulations to permit the installation of manufactured housing as long as such units are placed on permanent foundations, meet certain minimum construction and safety standards, and have exterior materials and styling of a conventionally built house.

Since its adoption in 1981, Inglewood has been utilizing this ordinance but has been virtually non-existent. Possible explanations are that the majority of residential properties in Inglewood already permit second units, thereby relieving any demand for such in the 2-1/2 story neighborhoods, and moreover in protecting their single-family neighborhoods may be resistant to the idea of any sort of second units in their neighborhoods.





4. The fourth objective is to ensure that housing in the City adequately addresses the special physical requirements and economic needs of the handicapped, elderly and homeless. Through rent vouchers and subsidies, new construction, and the creation of special provisions in the zoning code, programs have been designed to ensure that the special needs of the handicapped, elderly and homeless are given proper consideration. In addition to the previously discussed sections on Facilities for the Handicapped, the Elderly, the Homeless, and the Section 8 Housing Assistance Program, the following program is intended to further assist the needs of the elderly:

#### SENIOR CITIZENS ACCESSORY UNIT ORDINANCE

The Senior Citizens Accessory Unit ordinance allows for the construction of second units on single-family lots under certain circumstances. The ordinance is intended to help provide needed housing units specifically for elderly persons, while still preserving the low density residential character of Inglewood's single-family neighborhoods. Under the provisions of this ordinance, a second unit can be created in a single-family residential zone if certain criteria can be met. The existing single-family residence must be fully conforming in terms of lot size, garages and setbacks. The accessory unit cannot be detached; it must be part of the main dwelling so it can be reincorporated into the dwelling if not used by a senior citizen; and the unit cannot exceed 400 square feet in area.

Since its adoption in 1983, interest by homeowners in utilizing this ordinance has been virtually nonexistent. Possible explanations are that the majority of residential properties in Inglewood already permit second units, thereby relieving any demand for same in the R-1 Zone neighborhoods, and homeowners in protecting their single-family neighborhoods may be resistant to the idea of any sort of second units in their neighborhoods.





5. The City's fifth objective is to relieve overcrowded housing conditions through the efficient use of under-utilized land, rent subsidies, promoting the construction of additional housing and revising zoning standards.

#### OVERCROWDING

Between 1970 and 1980, conditions of overcrowding more than tripled and overcrowding was occurring in nearly six percent of the City's units. There are two primary factors contributing to overcrowding in Inglewood.

1. An increase in the number of large families residing in units constructed for smaller-sized families. This is probably the primary cause and is being exacerbated by the continuing increase in the number of larger Hispanic households.
2. An increase in the number of large families who are "doubling-up" caused by the lack of available, affordable housing units. "Doubling-up" refers to two (or more) families residing in a unit designed for a single family.

To address the conditions of overcrowding caused by "doubling-up" and the lack of available and affordable housing, the City can continue to promote new construction of housing units on vacant or underutilized land, continue the implementation of the Section 8 program, and maintain the provisions of the Senior Citizen Accessory Unit Ordinance. To address the conditions of overcrowding caused by an increase in large families residing in units constructed for smaller-sized families, the City's zoning regulations were amended in 1988 to require all new dwelling units to have larger interior areas and to reduce the maximum unit density in most multiple-family zones to permit larger units to fit on development sites.





6. The sixth objective of the City is to protect the rights of persons to obtain housing and to provide assistance to those persons faced with displacement from their homes. Through financial assistance and a housing relocation service, the City can be effective in minimizing any hardship resulting from displacement and relocation, while a strict adherence to a fair housing policy prohibits housing discrimination. The following programs are utilized to achieve this goal:

#### REPLACEMENT HOUSING

The Replacement Housing Plan is the Inglewood Redevelopment Agency's fulfillment of the requirements of Article 9, Section 33413.5 of the State Health and Safety Code. This section requires the replacement of any low and moderate income dwelling unit removed as a result of redevelopment activity within redevelopment project areas that had been adopted or amended on or after January 1, 1976. In Inglewood, the replacement housing requirements are applicable to the Century Project which was adopted after January 1, 1976 and to the La Cienega Project which was amended after that date.

Through the end of 1988, 865 units have been removed from the Century and La Cienega project areas; an additional 286 units are in the process of being acquired for removal. In the next five years the Redevelopment Agency projects a total of 481 units will be removed from the housing market as a result of commercial and industrial development in these two project areas. Of the 481 units projected to be removed, approximately 457 (95%) are occupied by renters and 24 (5%) are owner-occupied. The following table shows the type and income level of these units by project area.





PROJECTED SUMMARY OF HOUSING REMOVAL AND REPLACEMENT

|                       | PROJECTED<br>TOTAL<br>UNITS<br>REMOVED | PROJECTED HOUSEHOLD INCOME OF UNITS |      |     |             | PROJECTED<br>UNITS TO<br>BE REPLACED |
|-----------------------|----------------------------------------|-------------------------------------|------|-----|-------------|--------------------------------------|
|                       |                                        | UPPER                               | MOD. | LOW | VERY<br>LOW |                                      |
| CENTURY<br>PROJECT    | 200                                    | 18                                  | 12   | 86  | 84          | 182 (91%)                            |
| LA CIENEGA<br>PROJECT | 281                                    | 28                                  | 56   | 150 | 47          | 253 (90%)                            |
| TOTAL                 | 481                                    | 46                                  | 68   | 236 | 131         | 435 (90%)                            |

It is proposed that most of the 435 very low, low and moderate income housing units to be removed will be replaced by the end of 1994. The Redevelopment Agency will strive to replace as many of the units as possible within four years of each one's removal to comply with State law, but such circumstances as a limited availability of replacement sites may affect the actual number of units that can be built with the allocated time. The replacement units can be provided by new construction on both vacant and underutilized residentially zoned properties throughout the city.

The Redevelopment Agency will utilize federal and state grants and loans, tax-exempt mortgage revenue bonds, tax-increment housing allocation funds and land cost "write down" to finance the construction of the replacement housing units. The remaining 60 units to be removed are designated as market rate housing units and are therefore not required to be replaced on a one-to-one basis according to State law. These units will be replaced through the private housing market.

In addition to the Century and La Cienega projects causing displacement, the development of the Century Freeway (I-105) has





caused the removal of approximately 243 single-family homes in the most southern section of Inglewood. The State Department of Housing and Community Development has designated Inglewood as a primary housing replenishment area and 159 units of replacement housing have been built to date which have been funded directly by the State.

#### RELOCATION ASSISTANCE

The Inglewood Redevelopment Agency provides assistance that is designed to minimize the hardship of relocation to all persons displaced from their dwellings as a result of activities in a redevelopment project area.

This assistance program is handled by the Inglewood Redevelopment Agency which has retained a qualified relocation consulting firm to administer its relocation assistance program. The Agency budgets \$120,000 annually to pay for the services for both commercial and residential properties.

The program insures that each person required to move is personally interviewed and a clear and detailed explanation of available benefits is provided. A member of the relocation consultant staff continuously makes field surveys to locate housing resources and vacancies and provides transportation if needed to the future displacees to investigate these potential residences. Home purchasing assistance and communication with community social service agencies is provided when necessary. In addition, assistance is provided in filing appropriate relocation claims, and the process is not completed until delivery of relocation benefit checks.

Relocation benefits as provided under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of





1970 will be paid to those persons displaced by any project activities. These benefits provide an allowance for tenants up to \$5,250 to assist in the purchase or renting of a standard replacement unit, and allows homeowners to receive a minimum of \$20,000 (in addition to the proceeds from selling their homes) to assist in the purchase of a comparable replacement dwelling. Both renters and homeowners can additionally receive as much as \$750 to cover moving expenses.

In the last five years the Redevelopment Agency has displaced and successfully relocated 742 households. In the next five years the Agency projects displacement of 481 households (457 renters and 24 owners) from the Century and La Cienega project areas. The agency projects a total expenditure of \$3.2 million over this time span for relocating these households.

#### FAIR HOUSING

The City of Inglewood maintains its own Housing Authority for purposes of conducting various housing programs including Section 8 assistance and housing rehabilitation. The Housing Authority promotes fair housing in all its programs which means that there is equal opportunity for all applicants to purchase, rent, rehabilitate or develop housing without regard to race, ethnic background, religion, handicap, sex or age (except minimum age requirements for renting senior citizen housing units).

The large and varied minority populations in the City are evidence that there is no general practice of racial housing discrimination in the community. However, in the event of an occasional individual complaint received from the public, the Housing Authority will forward the complaint to the Los Angeles Office of the Equal Opportunity





Compliance Division of the Department of Housing and Urban Development for investigation and enforcement if warranted. Also, the City of Inglewood contracts with the Metro Harbor Fair Housing Council. Their programs are designed to enhance equal access to all housing for all people. When complaints are received regarding possible illegal housing practices, the Metro Harbor Fair Housing Council will conduct investigations and attempt to mitigate the problem.





7. The City's seventh objective is to reduce the adverse impact of aircraft noise in residential areas. Through a comprehensive study designed to achieve land use compatibility between the Los Angeles International Airport and the surrounding communities, the City of Inglewood hopes to alleviate the impact of aircraft noise upon its residents.

#### ANCLUC/PART 150 PROGRAM

The Airport Noise Control and Land Use Compatibility (ANCLUC) study was a three year, federally funded noise-impact project conducted in the early 1980's to achieve compatibility between the Los Angeles International Airport and surrounding communities, which included Inglewood. The ANCLUC study area involved all noise-impacted land area which was then encompassed within the 65-CNEL sound contour shown on page 41. Through ANCLUC, a forum was provided for representatives of the noise-impacted communities and the aviation industry to address the problems of aircraft noise upon inhabited areas.

The outcome of this study, now known as the Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Program, are specific policies and operating procedures for the airport and aircraft operators which, in turn, permit the generation of noise exposure maps for known future airport operations. These noise exposure maps permit local communities to identify areas of incompatible land uses (e.g. schools, residences, etc.) and take appropriate legislative and/or physical actions to ameliorate or eliminate the conditions of incompatibility. Such actions may include the soundproofing of existing structures, the prohibition of new construction of incompatible uses, and the elimination of incompatible uses through conversion to alternative uses or demolition.





The City of Inglewood will utilize all options. However, the soundproofing of residences can be expensive because it results in dwellings being dependent upon mechanical ventilation systems since open windows would defeat the purpose of the soundproofing materials. Operating year-around air conditioning increases the costs to live in marginally habitable residences in neighborhoods that are still noise impacted. Therefore, while the City will commence the soundproofing of some impacted residences, the program's emphasis will be through the Redevelopment Agency's conversion of residentially impacted areas to alternative compatible land uses. As of January 1989, over one thousand dwelling units have been removed from the La Cienega and Century redevelopment project areas; all affected residents have received appropriate compensation and relocation assistance. The airport allocates up to \$5 million annually to assist Inglewood and other affected communities implement their respective compatibility programs, with a maximum of \$2 million available to any single city each year. The removal of residential uses from the La Cienega Project is nearly completed; however, the Century Project may be expanded to include more noise-impacted areas south of Century Boulevard.





8. The City's eighth objective is to create and amend zoning standards to stimulate new residential development.

### ZONING REGULATIONS

In 1982, the City amended the zoning standards for its downtown commercial area to permit mixed use (residential and commercial) structures to be developed. Previously, the downtown zoning had prohibited residential uses.

In 1988, the zoning standards for all multiple-unit zones were revised in response to citizen petitions for density reductions. In the R-2 Zone, the existing density requirements were maintained for the first two units to continue to encourage the development of a second income unit on a lot while still retaining the single family neighborhood appearance of detached houses typical for this zone. However, the minimum lot area for any additional unit above two units was substantially increased to preclude the intrusion of small apartment buildings into these neighborhoods.

In the R-3 Zone, the density was reduced slightly to better balance the number of units that could fit upon a lot with the size of the lot. The minimum size of units was also increased; therefore any net reduction in the number of units could be counterbalanced by the provision of larger units (i.e. fewer but larger units within a given building volume). This addressed the previously discussed need for larger units to alleviate some conditions of overcrowding.

Large lots (exceeding 12,000 square feet) in the R-3 and R-4 Zones had a density increase to encourage the consolidation of small lots into larger building sites to encourage the development of more apartment and condominium complexes.





A possible future amendment to the zoning standards is the provision for "bonus" units for developers who reserve a portion of the units for low income families. If this provision were established in conformance with Section 65915 of the California Government Code and a developer chose to exercise this option, the developer would be permitted to build up to 25 percent more units than the zoning density would normally allow if at least ten percent of the units were reserved for low income families.





9. The ninth objective is to create sites for housing and to assist their development.

#### NEW DEVELOPMENT SITES

In addition to the Community Development Block Grant and replacement housing programs previously discussed, as well as the potential development sites discussed in the Future Housing section, the City of Inglewood will continue to diligently evaluate new development sites over the next five years as a way to provide additional housing stock. As previously mentioned, there is very little vacant land located in the City. Because of this, the City's efforts to provide new housing will be led by the Redevelopment Agency. Through its various mechanisms, e.g. acquisition of land, use of eminent domain powers, and joint participation with developers, the Redevelopment Agency can assist in the creation of new residential sites.

#### ENERGY CONSERVATION

A relatively recent concern in residential development is energy conservation in terms of both more efficient use of available fuels and the utilization of new energy sources. Increased efficiency is achieved through the use of insulation and higher thermal-retentive building materials, reduced use of glass and building openings, and the use of pilotless gas appliances. Local utility companies may provide rebates and other incentives for homeowners to insulate and otherwise improve existing residences; the State of California Energy Regulations (Title 24) mandate building and insulation requirements for new residential construction. These regulations are enforced by the Inglewood Building and Safety Division.

Ideally, a new energy source for residential neighborhoods would be solar energy. Cities could maximize the utilization of this





resource with sun-oriented lots and solar access easements in new subdivisions. Unfortunately, Inglewood is a fully subdivided and developed city in which lots are of minimal size and were platted with no consideration to sun-orientation. Therefore, the use of solar energy in Inglewood will typically be limited to roof-mounted heat receptors which are used to supplement conventional sources of energy.

#### HOUSING CONSERVATION

The City of Inglewood is exploring all avenues to provide decent and affordable housing and to preserve the existing housing stock as affordable. As previously indicated in this section, there are numerous programs that aid in the maintenance and development of the City's housing units. The City acknowledges that it has to develop new strategies that will help preserve the housing stock when some of the contracts that subsidize existing housing units expire. Considerations for future conservation are crucial to the preservation of the affordable housing stock in the City. The City is committed to establishing additional funding sources that will foster the maintenance of below market rate housing. The City will also examine the possibility of utilizing existing community-based organizations and broadening their scope so that they can assist in affordable housing conservation efforts. The Housing Division may consider using its eminent domain authority to obtain future sites that could be used for development of affordable housing.

#### CONSISTENCY WITH GENERAL PLAN

The Housing Element is one of seven elements required by State law to be part of every city's general plan. It is the State Legis-





lature's intent that the general plan elements must be consistent with one another. In this section, the relationship of this Housing Element with the other six elements is discussed.

### Land Use Element

The Land Use Element presents a long-range plan for the maintenance of existing and establishment of future uses of land within the City of Inglewood. The City's land use policies and programs have been effective in maintaining and creating areas designated for decent and affordable housing and for converting areas unsuitable for residential use to alternative land uses. The current Land Use Element designates approximately sixty percent of Inglewood's land area for residential use. Furthermore, within this designation, about fifty-seven percent is multiple-unit residential while only about forty-three percent is restricted to single family dwellings. In the future, the City will continue its present direction of promoting the proper use of land that, among other goals, will enable the City to maintain and develop its housing stock. The Land Use Element and the Housing Element are closely related and compatible.

### Safety Element

Based on the analysis of a series of major potential hazards to life and property within the City of Inglewood, the Safety Element defines programs or procedures to minimize both risks and their impacts. Although Inglewood does not face certain hazards that may be common in other areas of California, such as forest fires, floods, or land slides, it clearly shares the potential threats from major earthquakes, aircraft accidents and structure fires. The impact of





these potential hazards on housing are minimized through the City's actions of enforcing the Uniform Building Code, compliance with State Legislation (e.g. Alquist-Priolo, which identifies areas of seismic hazard), participation in public safety studies (e.g. ANCLUC) and other such actions. The City's public safety policies and programs work towards reducing the presence or impact of hazards in residential neighborhoods. Therefore, the Safety Element is compatible with the Housing Element.

### Conservation Element

The Conservation Element provides an overall City policy for the use of natural and cultural resources. The policy is a guide to legislative and administrative decisions that may have a significant impact on the environment. There are no housing policies or programs that will adversely impact the City's conservation efforts. Therefore, there is no incompatibility between the Housing Element and Conservation Element.

### Circulation Element

The purpose of the Circulation Element is to identify the primary streets and highways through the City so as to coordinate the improvement of such with land use development decisions. The establishment of primary circulation routes will assure efficient and safe access to all residential neighborhoods while eliminating the need for large volumes of traffic to use local residential streets. This will assure the maintenance of safe and quiet residential environments; therefore, the goals of the Circulation Element are consistent with the policies of the Housing Element.





### Open Space Element

The Open Space Element provides a long-range plan for the preservation and management of existing open space within the City. This is significantly important since virtually all of the land in Inglewood has already been developed while the few unused parcels are scattered throughout the city. The City's enforcement of zoning and development standards, utilization of existing federal and state legislation (e.g. Quimby Act and Surplus Property Act of 1944), implementation of Redevelopment Project plans, and other such actions are intended to preserve the City's existing open space and parks and to identify areas in need of additional park land. The Open Space Element is consistent with the Housing Element because it works to achieve a desirable balance of open space with residential neighborhoods in terms of size, location and type of facilities.

### Noise Element

The Noise Element identifies major sources of noise, assesses their levels and effects, and recommends programs that can minimize their impact on the community. The City's enforcement of the Uniform Building Code, encouragement of reasonable residential development patterns through planning and zoning, and participation with other cities in ANCLUC studies are actions that work to alleviate identified noise hazards that could jeopardize the health and welfare of its residents; therefore, the Noise Element is consistent with the Housing Element in attempting to provide all its residents a quality environment.





## PUBLIC PARTICIPATION

The Inglewood Housing Authority continually receives and monitors concerns, needs and questions about housing from the public. This input is reflected in the policies and current housing programs of the City. These policies and programs are also utilized in the preparation of the initial draft of this housing element. This draft will be used as the basis for public review prior to one or more public hearings to be conducted by the Inglewood Planning Commission. The number of hearings will be a result of the quantity of revisions to the draft element that may be requested from these public hearings. Upon conclusion of the Planning Commission's review and approval of the draft element, the Inglewood City Council will conduct at least one public hearing to consider the draft element and any additional recommendations from the Planning Commission before formal adoption of the housing element.

It should be noted that the City has received, analyzed and incorporated the comments and concerns of the citizenry of Inglewood from all economic segments regarding various housing issues. This has been achieved through the public participation process built into the Planning Commission and City Council hearings. Even when the particular agenda items do not directly correlate with housing concerns, the City listens very carefully to citizen queries and comments given during the period of a public hearing allotted for citizen comments. Also, the City is vigorously involved in having staff, especially from the Community Development and Housing Department, speak to various Block Clubs, Homeowner Associations, and other residential groups in the City limits. These meetings serve as





a tool to keep the citizens informed and involved in the pertinent housing issues of the day as well as providing the City administration with relevant information to better serve the entire community. Additionally, the City of Inglewood has an adopted citizen participation plan that was developed in conjunction with the Community Development Block Grant (CDBG) program, but its citizen participation components are applicable to the Housing Element. The adopted plan is available for review in the City's Community Development and Housing Department. The City of Inglewood will continue to involve the citizenry in the formulation of its housing policies as well seek new ways to better incorporate citizen input.

The first variance from the 1981 projections is the total five year total of 1,000 units. The actual total is 1,000 units. In 1981, a net gain of 751 units was anticipated while there was an actual gain of only 14 units. This was the result of 1,000 fewer units being built (1,000) than was projected (1,000). Because Inglewood is a fully urban city, it is not eligible for federal aid for growth, the majority of the element's program is directed toward rehabilitation and preservation of the existing housing stock. The program has not been able to keep pace with the 1981 projections and the higher levels arrived by 1985.

|              | 1981        | 1985        |
|--------------|-------------|-------------|
| Units        | 1,000       | 1,000       |
| Expenditures | \$1,000,000 | \$1,000,000 |
| Units        | 1,000       | 1,000       |
| Expenditures | \$1,000,000 | \$1,000,000 |





## HOUSING ELEMENT EVALUATION

### Effectiveness of the 1984 Element

The 1984 Inglewood Housing Element was the first to be prepared pursuant to the State guidelines that require housing elements to be reviewed and updated every five years.

The 1984 element described various programs available to implement specific housing objectives. Where possible, five year projections were made on the numbers of housing units to be constructed or rehabilitated with these programs.

The first variance from the 1984 projections to be noted five years later is the substantially smaller net increase in housing units. In 1984, a net gain of 251 units was anticipated while there was an actual gain of only 16 units. This was the result of both fewer units being built (1,170) than was projected (1,306) and more units being removed (1,154) than was projected (1,055).

Because Inglewood is a fully built city (i.e. virtually no vacant land for growth), the majority of the element's programs addressed the rehabilitation and, thereby, the conservation of the existing housing stock. The programs that had specific five year targets are listed here with their 1984 projections and the numbers actually attained by 1989.

|                                    | <u>1984<br/>Projection</u> | <u>1989<br/>Attainment</u> |
|------------------------------------|----------------------------|----------------------------|
| <b>Home Improvement Program</b>    |                            |                            |
| Units                              | 85 to 90                   | 85                         |
| Expenditure                        | \$500,000.                 | \$480,885.                 |
| <b>Home Maintenance Assistance</b> |                            |                            |
| Units                              | 18                         | 52                         |
| Expenditure                        | \$ 27,000.                 | \$199,760.                 |





**Bank of America Home Maintenance  
Loan Program**

|             |            |            |
|-------------|------------|------------|
| Units       | 30         | 31         |
| Expenditure | \$225,000. | \$228,204. |

**Home Rebate Program**

|             |            |            |
|-------------|------------|------------|
| Units       | 360        | 95         |
| Expenditure | \$900,000. | \$246,938. |

**Community Development Block Grant**

|             |            |            |
|-------------|------------|------------|
| New Units   | 35         | 18         |
| Expenditure | \$200,000. | \$100,000. |

**Section 8 Rental Assistance**

|             |               |               |
|-------------|---------------|---------------|
| Units       | 1,195*        | 1,295         |
| Expenditure | \$25,000,000. | \$16,500,000. |

\* Actual units in 1984, not projected units.

**PROGRESS IN IMPLEMENTING PROGRAMS**

As is evident in the preceding section, the City of Inglewood has met or exceeded most of its five year projections of 1984. The three exceptions are analyzed as to why they are at variance from their respective projections.

**1. NET INCREASE IN HOUSING UNITS.**

The 1984 Housing Element projected that 1,306 new residential units would be built in the subsequent five years. Only 1,170 units were actually built, a difference of 136 units. In reality, a single 176-unit development that was anticipated to be built on the edge of downtown as part of the Manchester-Prairie Redevelopment Project was delayed and not completed during this five year period. Had this development been built, the total number of new units in Inglewood would have exceeded projections. (Construction of this project has finally commenced and its numbers are now included in the 1994 projection.)

The 1984 element also projected that 1,055 units, including mobile





home trailers, would be removed or demolished in five years. By 1989, 1,154 units had been eliminated. This larger number was due to an accelerated implementation of redevelopment programs to remove noise-impacted units.

The cumulative effect of the smaller gain in units with the larger loss of units was a net decrease of 144 total housing units. Excluding mobilehomes, there was a net increase of only 16 built units. These numbers are appreciably smaller than the projected net gain of 251 units.

## **2. HOME REBATE PROGRAM.**

The 1984 element projected that \$900,000 in federal funds would be expended on the rehabilitation of 360 homes during the subsequent five years. Actually, only \$246,938 was utilized to improve 95 homes. This appreciable decrease was due to a cut-back in federal funding from the anticipated \$900,000 to only \$270,000 for these five years.

## **3. CDBG NEW UNITS.**

The 1984 element proposed that 35 new residential units would be constructed by the Redevelopment Agency using Community Development Block Grant funds. When the element was prepared, funding was already allocated for the 18 units that were ultimately built. The element speculated that comparable funding would be made available at least one more time during the five year period; therefore, the element assumed that a total of 35 new units would be built. However, other uses for subsequent CDBG funds precluded their allocation for constructing any additional units.

## **APPROPRIATENESS OF OBJECTIVES**

The preceding section analyzed the reasons a few of the five year





projections from 1984 were not attained. For the most part, however, the program projections were met or exceeded so the scope of the overall housing element goal, the individual objectives and the individual programs to satisfy these objectives were retained for the 1989 element. Of course, appropriate changes have been made to reflect known or anticipated changes in program fundings.

As for the 1984 projections that were not attained, the total number of new dwelling units would have exceeded projections had not a single, large development project been delayed during the final year of this projection period. Therefore, the various methodologies used to estimate new unit construction in all other locations in the city apparently produced meaningful results and have been re-utilized in projecting new dwelling unit numbers for 1994.

The larger than anticipated removal of dwelling units between 1984 and 1989 was a direct result of redevelopment activity occurring at a pace faster than was assumed in 1984. This success in implementing redevelopment plans has been incorporated into estimating future dwelling unit losses.

The remaining projection errors were a result of an unforeseeable reduction and elimination of federal funds for program implementation. Such unforeseeable events could also alter programs and projections proposed for the next five years.





RESOLUTION NO. 92-76

A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF INGLEWOOD, CALIFORNIA,  
AMENDING THE COMPREHENSIVE GENERAL  
PLAN BY ADOPTING A REVISED (1989)  
HOUSING ELEMENT.

SECTION 1. Section 65302(c) of the Government Code of the State of California requires the inclusion of a Housing Element in the General Plan. Section 65588(b) of this Code requires that cities, including the City of Inglewood, must update their Housing Element at least once every five years. On July 1, 1992, the Planning Commission of the City of Inglewood, California, conducted a public hearing to consider the approval of a revised Housing Element to the Comprehensive General Plan; and

The Planning Commission adopted Resolution No. 967 approving and recommending approval of the revised Housing Element to the City Council of the City of Inglewood; and

The City Council of the City of Inglewood, California, has now concluded a noticed public hearing to consider the recommendations of the Planning Commission and any reports and testimony presented; and

The City Council concurs with the findings, determinations and recommendations of the Planning Commission;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INGLEWOOD, CALIFORNIA, DOES RESOLVE AS FOLLOWS:

SECTION 2. The City Council hereby approves the revised Housing Element specified hereinabove to be an amendment to the Comprehensive General Plan of the City of Inglewood.

SECTION 3. A review of the amendment has resulted in the determination that there will be no resultant adverse impact upon the environment and therefore a Negative Declaration stating this has been filed with the County of Los Angeles.

SECTION 4. The Community Development and Housing Director is hereby instructed to prepare documents in accordance with the action of the City Council showing the amendment to the Comprehensive General Plan approved by the City Council and set forth in Section 2 of the resolution. Upon the filing of this amendment with the City Clerk under the Certificate of the

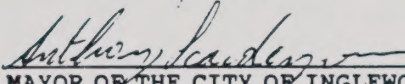




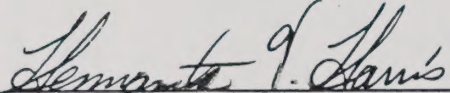
1 Community-Development and Housing Director, the amendment shall  
2 become and thereafter be a part of the Comprehensive General Plan  
3 heretofore approved and adopted.

4 SECTION 5. The City Clerk shall certify to the adoption of  
5 this resolution and thenceforth and thereafter, the same shall be  
6 in full force and effect.

7 Passed, approved and adopted this 25th day of August,  
8 1992.

9  
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11   
12 MAYOR OF THE CITY OF INGLEWOOD, CALIFORNIA  
13 PRO TEM

14 ATTEST:

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16   
17 CITY CLERK

18 (SEAL)  
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